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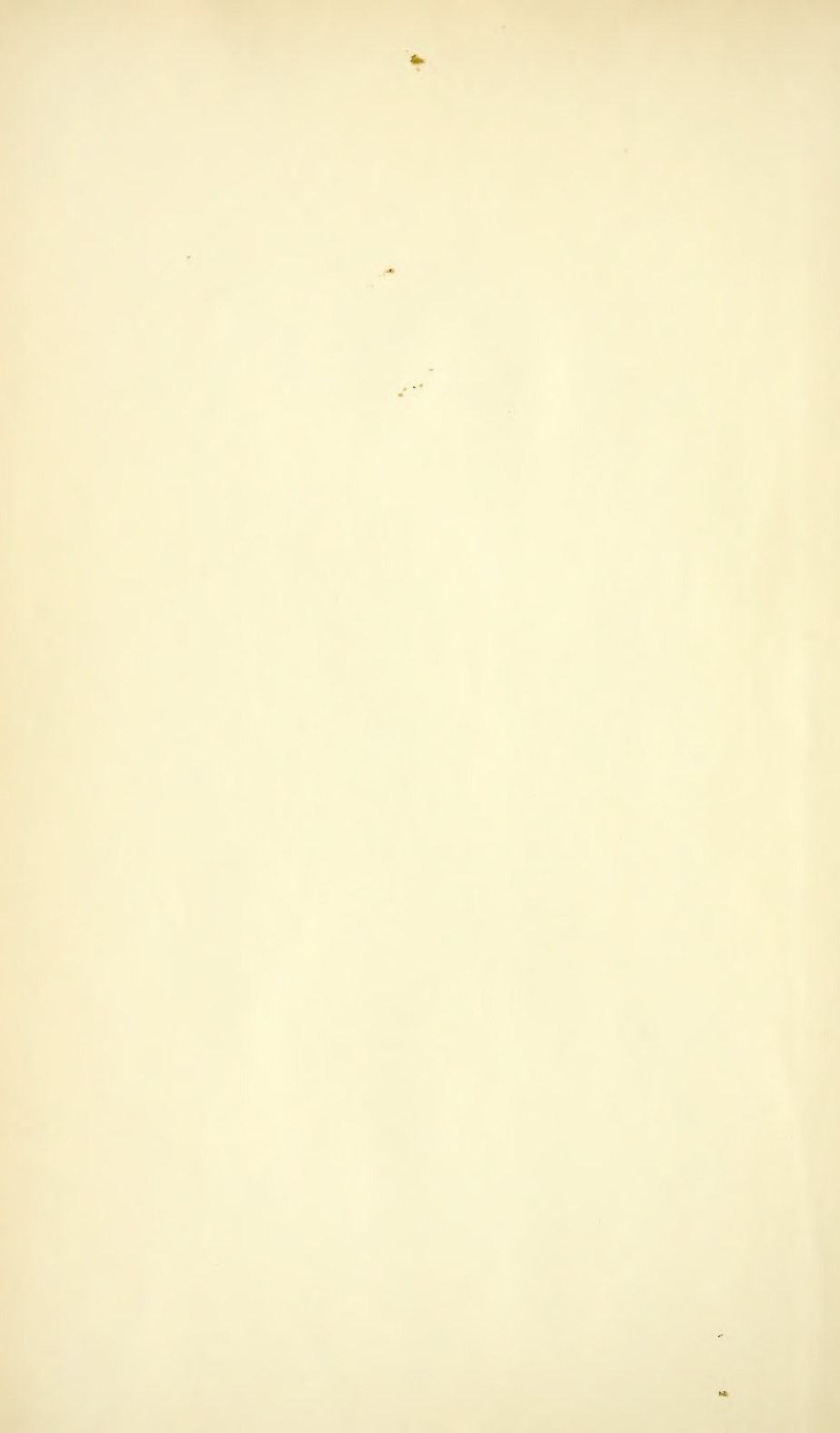
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IX N

HISTORY OF WASHINGTON



C. H. Hayford

History of Washington

The Rise and Progress of an
American State

By
CLINTON A. SNOWDEN

Advisory Editors

CORNELIUS H. HANFORD, MILES C. MOORE, WILLIAM D. TYLER,
STEPHEN J. CHADWICK

VOLUME FIVE



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Checked

Every student and reader of history who strives earnestly to conceive what manner of fact and of man this or that vague historical name can have been, will, as the first and directest indication of all, search for a portrait, for all the reasonable portraits there are; and never rest till he has made out, if possible, what the man's natural face was like. Often I have found a portrait superior in real instruction to half a dozen biographies, as biographies are written; or rather, let me say, I have found that the portrait was as a small lighted candle by which the biographies could for the first time be read, and some human interpretation be made of them.—

THOMAS CARLYLE.

PREFACE TO VOLUME V.

“**I** REMEMBER getting Collins’s Peerage to read,” says Mr. Carlyle, in his address to the students of the University of Edinburgh—an address that all young men would do well to read frequently, and older men occasionally at least, for there is much in it that is most instructive. “I was writing on Oliver Cromwell at the time. I could get no biographical dictionary available, and I thought the peerage book, since most of my men were peers or sons of peers, would help me, at least would tell whether people were old or young, where they lived and the like particulars, better than absolute nescience and darkness. And accordingly I found amply all I had expected in poor Collins, and got a great deal of help out of him.”

It was doubtless this and other experiences of a similar kind that led Mr. Carlyle to quote approvingly, as he does on more than one occasion, the saying, old perhaps in his time, that “history is the essence of innumerable biographies.” Down to Cromwell’s time, and even later, most of the history of the world was found in the biographies of peers, or of kings, warriors, and other notables, but happily that time has now passed away. It was not a prosperous time, nor did the world make much progress in it. Gradually it has come to be perceived, and chiefly during the last hundred and fifty years, that peoples are of more importance than their rulers, and that those who lead the way in all the useful activities of life are really doing much for the general good—as much perhaps as those who make their laws or command their armies. Statesmen and soldiers are still useful in their way, and necessary, but the thoughtful, diligent man of affairs, who, in the pursuance of his own enterprises,

is opening new avenues of usefulness and profit for himself and others, is making history of far greater interest and value than that which is made at capitals or on battle-fields, and so long as the main object of our political and social organizations shall be "the greatest good to the greatest number," the producer and distributor of all useful articles and materials, the inventor, the engineer, the lawyer, the banker, the builder of mills and factories, those who subdue the wilderness, open mines, lead the life-giving waters over arid wastes, converting them into smiling fields, supply cities with public utilities, and collect and distribute with unfailing regularity the necessities and luxuries of life, will have an important part in the history of every country. These men are the peers of the present time, and it is from their biographies, however well or poorly written, that the history of today will be made up.

He, then, who leaves in available form, for those who shall hereafter write the history of his own time, such authentic information as he may obtain about those whom he knew personally, and who were the active workers in the period which he cannot view, as a historian should, with an unprejudiced eye, by so much helps those who shall succeed him. In the preparation of the preceding volumes I was greatly assisted by the biographies published by Elwood Evans, and others of my predecessors, as supplements to their works, and I can discharge the obligation I owe them in no better way than by leaving something of a similar kind to those who come after me.

TACOMA, February, 1911.

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BIOGRAPHICAL

CORNELIUS HOLGATE HANFORD, the last chief-justice of Washington Territory and its first federal judge after the state was admitted, was born in Van Buren County, Iowa, April 21, 1849. The family removed to Oregon in 1853 and came directly to the Sound, expecting to secure a donation claim in the Duwamish valley, where that part of Seattle which is still called Georgetown now stands. Such a claim had been chosen for them in 1850 by John C. Holgate, Mrs. Hanford's brother, but before they arrived it was taken by another settler and they chose a claim farther north, lying mostly on the upland, and now within the boundaries of the city of Seattle. Through losses suffered during the Indian War, and other reverses, they parted with this claim long before it had begun to take on its present value. Such is the fate of pioneers.

In 1861 the family went to California, remaining there until 1866, when they returned to the Sound. As a child the future judge attended such schools as there were in that day in the struggling frontier village, and later while in California took a course in a business college. He enjoyed no other school advantage, but the start thus gained was sufficient to stimulate his desire for improvement and put him in the way of acquiring that discipline of mind, as well as fund of information, which passes in this world for a finished education.

The pioneers, having few other entertainments, now and again organized debating clubs, like that at Oregon City in which Dr. McLoughlin and George Abernethy, in the winter of 1842, had discussed the advisability, or practicability, of instituting civil government in some form for Oregon. In these societies young Hanford took the keenest

interest, and as he grew older he frequently participated in the discussions. He was a member of one of the clubs during a considerable part of the time the family resided in California. It was doubtless in such early intellectual contests that he began to acquire that keenness of preception, power of analysis, and facility of expression which distinguish his decisions as a judge, as well as to realize the value of accurate information and to establish the habit of study and close application which has made him both a well educated and a self-educated man.

The children of the pioneers found it necessary to contribute as they were able to the family support, and young Hanford was employed in his boyhood days, as opportunity was found, about the farm or in stores and offices in the village when such employment could be obtained. After the family returned from California in 1866 he carried the mail for two years between Seattle and Puyallup. The trips were made on horseback, once a week, summer and winter, often with much discomfort because of muddy roads. Seattle in those days had but one mail a week by steamers, and a second mail was secured by this horseback route, letters being forwarded from Olympia to Steilacoom and thence to Puyallup.

As he approached his majority he made choice of his profession, but being without means to pursue regular studies, as he felt it was desirable to do, he went to Walla Walla County in the hope of earning enough on the cattle ranges. There he worked for a time on a stock ranch and finally took up a preëmption claim. He also taught school for one term, kept a small fruit store for a time, and tried his hand for a few days drumming for a soap factory, but early in that experience encountered a revenue

officer who informed him that he would require a government license to engage in the business, and as he did not care to procure one gave it up and shortly afterward returned to the Sound. As many other great lawyers have done, he found opportunity to study in a law office, under what an eminent English writer has termed "the pupilizing system." It was with George N. McConaha, son of the first president of the territorial council, that the future judge studied and laid the foundation of his legal education. He began to read law in Mr. McConaha's office in 1873, and he was admitted to the bar two years later. Very soon afterward he was retained in a case which took him almost immediately into court. One of the best-known lawyers in Seattle at that day had sued a tenant, who employed Mr. Hanford, the then youngest member of the bar, to defend him. When the case came on to be tried the plaintiff appeared in his own behalf and with three other lawyers, one of whom has since acquired nation-wide reputation as counsel for railroads and other great corporations; but in spite of this array of opposing talent Hanford declared himself ready for trial. The taking of testimony occupied nearly all of two days, and the court (Judge Orange Jacobs) limited the arguments to half an hour on each side, thus equallizing in some degree the struggle at that stage between the young man and his four formidable antagonists. When the case finally went to the jury the defendant won, and the young lawyer walked out of court triumphant.

In 1875 he was appointed United States commissioner, an office which he held until the following year, when he was elected to the territorial council. Notwithstanding the fact that he was the youngest member and wholly without legislative experience, he was chosen to preside at the organ-

ization of that body, and might have been its permanent presiding officer if he had been willing to accept the position. He felt, however, that he would enjoy advantages on the floor for serving his constituents and the people of the territory generally which would exceed any belonging to the presiding officer, and declined the honor. The country had not yet passed the difficult period of diminishing values that followed the close of the Civil War. Times were hard, and people were complaining of their tax burdens. Everything admonished the careful legislator to reduce rather than increase the public expenditures, and Councilman Hanford had been educated in that severe school which made him mindful of the people's interests and an opponent of every extravagance. Naturally observant and studious, he was as well informed as any of the older members of either house as to the legislative needs of the time. His natural abilities, aided by his short but effective legal training and court practice, made him a ready and forceful debator, while his industry was such that he kept himself thoroughly informed as to the nature of every measure proposed and was prepared to favor or oppose it, as occasion demanded, no matter when it came up for consideration. A plan for a convention to form a constitution and apply for the admission of the territory as a state had been forming for some time. The people at a recent election had approved the idea, and it was manifestly favored by a majority in both houses, but Hanford believed that the project would be futile, as proved to be the case. Congress had passed no enabling act and the population of the territory, as shown by the preceding census, was less than twenty-four thousand, which was not half the population of Oregon when admitted. He did not try to defeat the convention, but by firmness in

contending against a majority of the house of representatives succeeded in limiting the number of delegates to fifteen, thereby holding the cost down to a minimum. The convention was held, as elsewhere related, and framed a constitution, but congress refused to consider it.

In 1878 he formed a law partnership with Charles H. Larrabee, and in 1881 he was appointed assistant-United States attorney by John B. Allen, occupying that place while Mr. Allen continued in office and for nearly a year under his successor, William H. White, during most of which time he had complete charge of the business of the office in western Washington. In 1882 he became city attorney of Seattle for one year by appointment, and in 1884 and 1885 he was continued by election.

During these years the city charter was revised, and to that work he gave almost constant attention while it was in hand, assisting and advising the committee in its deliberations and putting its conclusions in legal form when reached. It was while he was city attorney, as well as assistant-United States attorney, that the riotous attempts to drive the Chinese out of Seattle occurred. His courageous course in resisting the attempts, both in court and in the streets as a peace officer and member of the militia, are described in Vol. IV of this work. He was not reelected in 1886, for the same reason that defeated Sheriff (afterward Governor) McGraw. In 1888 he was made chairman of the republican territorial committee, and it was by his successful management of the resulting campaign that a democratic majority in the last preceding election of over two thousand, five hundred was overcome and John B. Allen was elected delegate to congress by a majority of nearly eight thousand.

Upon the resignation of Chief-Justice Burke he was appointed as his successor (March, 1889), serving as the last chief-justice of the territory and holding the office until the state was admitted in the November following. Judge Hanford was now a little more than forty years old, and nearly or quite half those years had been devoted to the earnest study and diligent practice of the law. As lawyer and judge he had so far distinguished himself that his appointment as the first federal judge of the new district of Washington was generally expected, and when made on February 25, 1890, was almost universally approved. Time and experience have confirmed and strengthened that approval.

The district of Washington, during the fifteen years that it remained undivided, probably presented a larger number and greater variety of causes for trial in the federal court than any other. A range of mountains divide it into two parts, in which the climate, quality of soil, and character of natural products widely differ and greatly diversify the employments of their inhabitants. The western portion is provided with many commodious harbors and with an abundance of timber and coal, inviting the investment of large capital and encouraging the organization of many corporations for their development. The eastern portion is subdivided by climatic conditions into two relatively equal parts, arable and arid. In the latter, forming the middle part of the state, crops are grown only under irrigation, while in the former the rainfall is sufficient to produce a bounteous yield of grain, fruit, and vegetables, and to provide the most favorable conditions for stock-raising. In a region having such variety of soil and climate and such abundant natural products to encourage the activities of men and the investment of capital, the diversity of growing

interests was very great. Most of the larger enterprises, particularly the railroads, which for the most part were owned by foreign corporations, employed a vast amount of capital furnished by non-resident investors, so that the legal difficulties arising out of their operations naturally went to the federal court for adjustment. The number of cases brought in that court, particularly during the troublous times following the panic of 1893, was very large, as well as of exceedingly varied character. During the fifteen years when Judge Hanford was the only judge in the district, he presided at the trial of more causes, probably, than any other judge in the country. The law required him to hold court at four places—Seattle, Tacoma, Spokane, and Walla Walla,—so that his work was done at no small sacrifice of time and personal convenience. And yet his published opinions, rendered during the time when he was the only resident federal judge in the state, many of them in causes of very great importance and involving most intricate questions of law, number more than four hundred and forty, while more than five hundred memorandum decisions were filed during the same period, which have not been published.

It is not possible, within the limits of a sketch of this kind, to analyze these opinions or indicate in more than a general way their scope and value. Many of them determine points of law or practice of grave consequence; some have so far changed the current of events as to be of historic interest. Lawyers will find that they cover the whole range of our land laws, from the donation law of 1850 to the most recent enactments, and settle a large variety of questions that have been raised by the attempts of settlers to make locations under the mineral laws or the timber or stone acts, particularly within the limits, the supposed

limits, or the possible limits of railroad grants, and Indian reservations, or land claimed by the state for school or other purposes, or as tide lands. In several of them the Indian treaties are construed and the rights of full bloods and mixed bloods to allotments within the various reservations, or to inherit from relatives who were allottees, as well as to exercise certain privileges supposed or claimed to be granted, guaranteed, or denied, are specifically defined. In many of these Indian cases there was no precedent to guide the court in reaching a conclusion, and some of them presented questions of extreme intricacy. The cases of the *United States v. Hadley* (49 Federal Reports, 437) and *In re Matthias Estate* (63 Federal Reports, 523) presented specially interesting questions of this kind. In *Collins v. Bubb* (73 Federal Reports, 735) the court held that prospectors might make mining locations in that part of the Colville reservation which had been restored to the public domain, subject to the rights of the Indians to make substitutions for allotments in severalty, without waiting for the proclamation of the president fixing the time for entry of agricultural lands.

Questions of even greater intricacy and interest in relation to the rights of settlers to acquire land under the donation law, the homestead law, the timber, stone, and arid land acts, and in regard to the right of dower or community rights occurring before or after the adoption of the community property law in 1869, as well as to the right of inheritance under various conditions, have been decided in numerous cases, some of the most noteworthy being *Richards v. the Bellingham Bay Land Company* (47 Federal Reports, 854), *McCune v. Essig et ux.* (118 Federal Reports, 273), *La Chappelle v. Bubb* (62 Federal Reports, 545), *Gratton v.*

Weber, (47 Federal Reports, 852), and Northern Pacific Railway Company v. Soderberg (99 Federal Reports, 506).

Three of the land cases that Judge Hanford has decided have more interest than the others because of the importance of the questions raised by them, the extent and value of the property affected, and the number of people who were more or less directly concerned. His decision in each has been affirmed by the supreme court, and the questions raised are therefore forever settled. These are United States v. Budd (43 Federal Reports, 630), Mann v. Tacoma Land Company (44 Federal Reports, 27), and the Corporation of the Catholic Bishop of Nisqually v. Gibbon, *et al.* (44 Federal Reports, 321).

The first of these cases involved the construction of the timber and stone act. It was contended on the part of the government that the proper interpretation of the statute would exclude from entry under it all lands capable of being used for agricultural purposes, no matter at what cost. In other words, the court was asked to judicially determine that congress, by using the words "valuable chiefly for timber but unfit for cultivation" and "unfit for cultivation and valuable chiefly for its timber or stone," had failed to express the meaning intended, and that its true meaning should be declared to be "unfit and incapable of being made fit for cultivation, and of no value except for timber or stone." Such a declaration of course would have greatly restricted the application of the act and perhaps have led to endless litigation and the unsettlement of many titles. The secretary of the interior had decided that locations under the act must be restricted to "such lands as are found in broken, rugged, or mountainous regions, where the soil is unfit for cultivation," but Judge Hanford refused to follow the ruling.

In his decision he described at length the varied character of the land in this state on which timber and stone are found, and pointed out that most or nearly all of it might be made fit for cultivation in some form, though in many cases at excessive cost. It is, however, chiefly valuable for its timber; but in his view that was the character of land contemplated by the act, which was as much subject to sale under its provisions if situated in near proximity to navigable water, or a farming community, or a city, or a railroad, as if it were in some remote, broken, rugged, and mountainous region. In affirming decision the supreme court held that the acts applied to lands chiefly valuable for timber and unfit, at the time of sale, for cultivation — in fact, that it did not refer to the probabilities of the future but to the facts of the present.

In *Mann v. the Tacoma Land Company* the plaintiff sought to establish the validity of certain locations by valentine scrip on very valuable lands below the line of high tide, and not within the surveys of public lands of the United States, in front of the city of Tacoma. The case turned wholly upon a single point which was conclusive of the whole matter at issue, and to this Judge Hanford confined his opinion, which is very brief. In the act of congress authorizing the scrip it was provided that it might be located on "any unoccupied and unappropriated land of the United States, whether surveyed or unsurveyed," and the court held that the use of it was thus limited to land that either had been or remained to be surveyed, and included within the surveys, according to the established and known rules governing surveys of the public lands; and further that where lands surrounding a harbor had been surveyed by the government and the boundary line between land and

water established at approximately the line of ordinary high tide, which according to law and usage in this country is the boundary line between land and water, and the limit to which such survey may extend, and such surveys had been approved by the general land office, it was, as to matters relating to sale and disposition of land of the United States, conclusive and binding upon all persons as well as upon the government, and the plaintiff could acquire no right or title to such tide land by his location. In affirming this decision Mr. Justice Brewer wrote an opinion three or four times as long as that of Judge Hanford, but confirmed it on the same point.

The act of congress of August 14, 1848, authorizing the people of Oregon to form a territorial government, provided that the title to land occupied by the various missionary societies then in the territory, but not exceeding six hundred and forty acres at any one place, should be confirmed and established in the several religious societies to which the missionaries belonged. In 1887 the bishop of Nisqually began suit in the territorial courts under this act, claiming title to a part of the land at Vancouver, which had formerly been occupied by the Hudson's Bay Company as its principal station on the coast, and later by the military as an army post. The government intervened in the case, and after the admission of the territory to statehood it was transferred to the federal court, where the attorney-general appeared and filed an answer for all the defendants, who were officers of the army at Vancouver barracks. The case was subsequently heard, and in deciding it Judge Hanford reviewed, in most interesting detail, the events and circumstances out of which the claim grew up, from the time when Fathers Blanchet and Demers arrive at the Hudson's Bay post

in 1838 down to the time suit was begun. The first services held at the fort by these priests had been in a room provided by Dr. John McLoughlin in a building owned by the company and upon the land sued for. These priests and others, their successors, had continued to hold services there from time to time, and the officers of the company and its servants had contributed to maintain the services and furnished the priests living quarters at the fort, as well as a place in which to hold services, until the undisputed sovereignty of the country passed to the United States by the treaty of 1846, and even later. In 1849 Major Hathaway, with his command, arrived at the fort, and rented from the Hudson's Bay Company, whose right to occupy the property for a certain time had been acknowledged by the treaty, certain buildings for army quarters, including a part of that which contained the chapel, and with the consent of the company established a military camp on the land in dispute. In 1850 a military reservation was created in the usual way, which included this land, at which time the reservation was declared to be subject to the rights of the Hudson's Bay Company and notice was given that its buildings must be appraised and payments for them by the government would be recommended. It was not until May, 1853, that the church laid claim to any part of the land by filing a notice with the surveyor-general of Oregon. This notice was amended in May, and again in December, of that year, for the purpose of changing the boundaries of the land claimed. Upon the extinguishment of the claims of the Hudson's Bay Company in 1859, application was made to the general land office by the church for a survey of the land. Protests were filed, and after investigation by the land office the matter went to the secretary of the interior for final

decision; and in March, 1872, that official held that the church was entitled to something less than half an acre, being the ground on which its chapel stood. In January, 1876, the president approved the plat of the military reservation and confirmed the ruling of the secretary. But notwithstanding this seemingly favorable executive action, Judge Hanford held that it was not conclusive, since congress had conferred no power on the department to decide any questions concerning grants to missionaries, and the court must therefore find what the facts were from the record before it. There was a missionary station on the land claimed at the time the act was passed, but this fact of itself did not justify the claim that six hundred and forty acres of the land surrounding it passed to the church, subject only to the Hudson's Bay Company's temporary right of possession. Congress had not intended to make a mere gift to the missionary societies, but rather to recognize the claims of a few people, who, incidentally to their missionary labors, had, by their toil, created property whereby the material interests of the nation were benefited, and to protect their rights so created, by confirming their title to the lands they had so improved. The missionaries, most of whom were loyal citizens of the United States, were the earliest to arrive of all the pioneers, and they had contributed materially to establish our claims to the Oregon country, and it was but justice for congress to confirm to them the lands they had settled upon, improved, and made valuable by their labor, and the word "occupied" as used in the statute meant occupied in this sense; it excluded the idea that the occupancy of a tenant or guest, or any occupancy subservient to the right of another, could suffice to support a claim to a grant, and as these Catholic missionaries had only occupied the land claimed in this

suit under permission from and in subordination to the Hudson's Bay Company, the church had thereby acquired no rights in it whatever. The supreme court disagreed with this finding in so far as to hold that the general land office, under supervision of the secretary of the interior, was charged with the duty of determining the whole matter, including the extent of the grant, but held, as Judge Hanford held, that to successfully maintain a claim to any grant at all there must be occupancy, and such occupancy as is wholly independent and separate, and not inferior and subordinate, and occupancy on one's own right, and not under and dependent upon another; and as the occupancy the mission station had was under and by permission of the Hudson's Bay Company, it was no more than a tenant at will, or by sufferance, and as such no rights attached to it under the grant.

The numerous admiralty cases that Judge Hanford has heard and determined involve questions of maritime law almost as numerous as the cases themselves. The one feature of the opinions rendered in this class of cases which is most certain to fix the attention of the layman who reads them, is the extreme care displayed to protect the rights of seamen wherever they were involved. The style of composition of the opinions in the *Strathnevis* case (76 Federal Reports, 855) and the *Robert Rickmers* case (131 Federal Reports, 638) is unique and adapted to describe vividly the occurrences. Since these opinions were published some of his associates on the branch have hinted to the judge that he might do well to try his hand at writing romances.

Judge Hanford has a special aptitude for considering and determining patent cases. He laboriously studies

specifications, drawings, and models until he comprehends the operations of the most complicated mechanism; and he is himself an inventor, having designed and patented, not only in this country but also in England and Canada, a machine for capping and otherwise operating on cans to be used as receptacles of every sort. Perhaps it is for this reason that something more than a fair share of patent cases appear to have been assigned to him when sitting as a member of the court of appeals.

During the period of financial stringency that followed the failure of Baring Brothers in 1890 and continued until 1896, there was no national bankruptcy law in force, and many insolvent business firms and corporations were forced to liquidate under the supervision of courts of equity, their powers being exercised through receivers acting as custodians of the assets and general business managers of the insolvent concerns. In this way a large part of the mercantile, manufacturing, and transportation business of the state of Washington was for several years conducted by receivers chosen and appointed by Judge Hanford. The administrative duties incidental to his office cast upon him an extraordinary burden of responsibility; for, believing that receivers should be as impartial as the court, he insisted upon exercising his own judgment in the choice of persons to be the agents of the court and assumed full responsibility for the conduct of his appointees, and they consulted with him and acted in accordance with his instructions in all important matters. They received, disbursed, and accounted for many millions of dollars, and executed their trusts with fidelity and intelligence, so that no complaints were ever made by creditors or owners of losses through speculation or errors.

One of the most noteworthy instances of judicial assumption of control of a large enterprise was in connection with the foreclosure of a mortgage covering the entire system of railroads of the Northern Pacific Railroad Company, extending from Lake Superior to Puget Sound and Portland, Oregon, and the vast areas of land granted by congress as a bonus to promote its construction. After the failure of Jay Cooke and Company, the first financial managers of the corporation, construction was suspended for several years. Then Henry Villard, as the head of a syndicate, acquired control, secured funds to extend the road from the Missouri River to a connection with the Oregon Railway and Navigation Company's railroad at Wallula on the Columbia, and equipped it for continuous service between its eastern and western terminal points. When so much had been accomplished the investors became dissatisfied and deposed Villard. After several more years he recovered financial prestige, regained control of the Northern Pacific, and his friend, Thomas F. Oakes, was made president of the corporation. In the year 1893 many of the stockholders again became dissatisfied with the Villard policies and management, and it became known that a sufficient number had combined to take control at the next annual meeting of stockholders, elect a majority of the board of directors, and make Brayton Ives president in place of Villard's friend Oakes. The contemplated changes of directors and officers could not be prevented, but the incumbents resorted to strategy to circumvent the plan of their adversaries with respect to the actual control of the property and business of the corporation. To that end the Farmers' Loan and Trust Company, which was trustee for the mortgage bondholders, united with two stockholders in a suit in equity

to have receivers appointed to take charge of the assets and business of the corporation on the alleged ground of its insolvency and inability to meet its current expenses and fixed liabilities. It was important to initiate the receivership in a court that would be compliant to the wishes of those who planned this *coup d'etat*, and accordingly, although the financial home of the corporation was in New York, its operating headquarters in Minnesota, its property located in and extended through the western district of Wisconsin and the states of Minnesota, North Dakota, Montana, Idaho, Washington, and Oregon, and its leased connecting lines extended to Chicago in the state of Illinois, the courts in all these jurisdictions were avoided and the complainants were entirely successful in getting all that they desired by making their application to Judge Jenkins in the United States circuit court for the eastern district of Wisconsin. He appointed Thomas F. Oakes and two others as receivers, whereupon ancillary suits were commenced in each of the other jurisdictions above enumerated, and the same receivers were appointed in each, who promptly assumed full control. It is a matter of importance to be noted that the orders of the several courts appointing receivers in the ancillary suits provided that the receivers should render to them, from time to time when required, accounts of their transactions. These ancillary proceedings were based upon a rule of comity, which is a rule of convenience pursuant to which the orders of the court of primary jurisdiction are copied and adopted and made effective.

At an early stage of the receivers' administration, in contemplation of a general reduction of wages, the receivers obtained from Judge Jenkins an injunction against all employees, to forestall an anticipated strike. The order

for the injunction was probably the most arbitrary one of its kind ever promulgated by any court, as it forbade any of the employees to quit the service, and it caused public indignation. Judge Jenkins was threatened with impeachment, and an inquiry preliminary to his prosecution was instituted in the house of representatives. The injunction was modified first by Judge Jenkins himself, and on an appeal to the circuit court of appeals for the seventh circuit it was further modified to conform to an opinion by Circuit Justice Harlan (60 Federal Reports 803; 63 Federal Reports, 310). Happily for Judge Hanford's reputation, he refused to be bound by the rule of comity in this instance, and required the order to be modified before signing it.

In the year 1894 the operation of the transcontinental railway lines was attended with extraordinary difficulties. First there were annoyances from roaming bands of unemployed persons who frequently insisted on riding on freight trains without paying fare. Then came the Coxey army movement to assemble a host of the unemployed at the national capital for the object of influencing legislation by congress in some undefined way for their benefit. In California trains were furnished to carry these people free beyond the state boundary. In the state of Washington it was boldly proclaimed that the army would by force compel the furnishing of trains for free transportation over the Northern Pacific Railroad, and to execute their threat fifteen hundred men were mustered at Puyallup under a self-appointed general. At that juncture the receivers did not ask Judge Jenkins for assistance, but they did make an application to Judge Hanford. Under his direction the United States marshal organized a force of several hundred deputies to protect the receivers against the misuse

of the property in their custody, and with the coöperation of Governor McGraw he checked execution of the plan of compelling the making up of trains for use of the army. The general then appointed each individual man a quartermaster to provide transportation to get himself as far east as Spokane, and they all proceeded by tramping and stealing rides as they could. On the east side of the Cascade Mountains they found some cattle cars standing on the main track, which they seized, and nearly two hundred men risked their own lives and endangered any trains they might have met by taking a wild ride on the down grade, a distance of eighty miles. They were captured by the marshal and his deputies and brought back to Seattle, and Judge Hanford sent them to the United States penitentiary on McNeil's Island for three months. The trouble with the Coxeyites was followed by the sympathetic strike of railroad employees, directed by Eugene V. Debs, which compelled the marshal to retain his force of deputies through most of the summer of 1894, as many of the employees of the receivers joined the strikers and were aggressive and abusive toward those who remained loyal. There was but a short interval during which the running of trains was suspended, for Judge Hanford was resolute in requiring the receivers to maintain the efficiency of the service. In one instance during the strike, General Otis, commanding the military department of the Columbia, telegraphed to Judge Hanford a request for a train to move a regiment from Kalama to Seattle. Being unwilling to risk delay through the red tape method of doing business, the judge personally directed the superintendent to furnish the train, and it was done so promptly that the soldiers arrived at Seattle before midnight of the day that the order was issued at Washington under which General Otis acted in sending them.

During this epoch Judge Hanford received many abusive and threatening letters. Warnings of assassination were placarded in public places in Seattle, and in a distant town he was hung in effigy on the fourth day of July. Several years afterward the same judge was the Fourth of July orator in the same town, and the people were cordial in their expressions of esteem.

One of the pretexts for choosing the eastern district of Wisconsin as the location for primary jurisdiction was that the Wisconsin Central Railroad was being operated under a lease by the Northern Pacific company as a part of its system; but in a short time the receivers, finding that property to be an expensive burden, cancelled the lease and surrendered it to its owner. After that had been done the Farmers' Loan and Trust Company commenced a second suit in the United States circuit court for the eastern district of Wisconsin to foreclose the mortgage, and in that suit an order was entered appointing the same receivers and the two cases were then consolidated and similar proceedings followed in each of the courts exercising ancillary jurisdiction.

A new board of directors having been elected, and Brayton Ives having succeeded Mr. Oakes as president, the corporation assumed an attitude hostile to the receivers. They were charged with extravagance and mismanagement, and there was protracted litigation at Milwaukee, contesting their accounts, which resulted in a decision by Judge Jenkins favorable to them (61 Federal Reports, 546). The controversy was in 1895 removed to Seattle by a petition filed in behalf of the corporation in the United States circuit court for the district of Washington, asking that the receivers be required to file accounts in compliance with the requirements of the orders of the court appointing them. Judge

Hanford made an order setting a time for hearing the application and requiring notice thereof to be given to the interested parties; and at the designated time the court convened for the purpose, Judge Gilbert, one of the circuit judges for the ninth circuit, and Judge Hanford sitting together, and there was in attendance a formidable array of talented lawyers to argue pro and con. Those supporting the petition were Harold Preston and Samuel H. Piles, of Seattle, Wilbur F. Sanders, of Montana and Silas W. Pettit, of Philadelphia, and opposed to them were C. W. Bunn, of Minnesota, John C. Spooner and Mr. Flanders, of Wisconsin, J. N. Dolph and John H. Mitchell, of Oregon, John B. Allen and E. C. Hughes, of Seattle, and D. J. Crowley, of Tacoma. Of these Sanders, Spooner, Dolph, Mitchell, and Allen were distinguished as men who had been chosen to represent their respective states in the United States senate, and Piles subsequently became a senator. The main ground on which the receivers opposed the application was alleged lack of jurisdiction in the court to compel them to render accounts. The judges wrote separate opinions, but concurred in overruling the objections and ordered the receivers to file accounts or show cause for their failure to do so at a specified time (69 Federal Reports, 871). To avoid compliance with the order the receivers resigned and Judge Jenkins accepted their resignations and immediately appointed two other persons their successors. At the time set for them to show cause at Seattle for their failure to file accounts, the three original receivers discreetly kept their persons beyond the territorial limits within which an attachment for contempt could have been served, but by their counsel tendered their resignations, and at the same time other counsel representing the Farmers' Loan and

Trust Company applied to the court for an order appointing the two persons who had been appointed receivers by Judge Jenkins.

Judge Hanford promptly refused to accept the resignations and made an order removing the contumacious receivers. He also denied the application to appoint as receivers the two persons who had been appointed by Judge Jenkins, and appointed another person to be sole receiver of the property and business within the court's jurisdiction. Similar proceedings followed in the United States circuit court for Oregon and Idaho. In Montana the district judge refused to accept as his appointees to succeed Oakes and his associates either of the receivers then in office in other districts, and he then appointed two others of his own selection. This additional complication was soon afterward eliminated by Judge Gilbert, who made a trip to Montana for the purpose, removed the district judge's appointees, and substituted the one receiver whose first appointment had been made by Judge Hanford at Seattle, and who then was in full control of the Northern Pacific Railroad Company's affairs in four states. Brayton Ives was in Seattle and exulted in his victory when the court there declared its independence of the primary jurisdiction assumed at Milwaukee. This circumstance is significant in view of his subsequent acquiescence in a plan devised to undo all that had been accomplished as a result of his opposition to the Villard regime. No effort was made to invoke the authority of either of the appellate courts or an application for a writ of certiorari, but after an ineffectual effort to amalgamate the receiverships the thing happened which has been intimated—Brayton Ives capitulated. That is to say, he ceased to make war on the receivers and joined in a petition

asking four justices of the supreme court to associate themselves together in the capacity of a special tribunal to declare the supremacy of the court exercising primary jurisdiction of the pending suit to foreclose the mortgage on the Northern Pacific Railroad Company's property, and to issue mandates to the other courts commanding them to defer to that authority. (This is not the phraseology of the petition, but states the prayer according to the intention of the petitioners.)

Then something else happened, a most astounding thing. The four selected members of the supreme court of the United States, Field, Harlan, Brewer, and Brown, accepted the commission tendered by litigants, and made the decision and issued the mandates desired (72 Federal Reports, 26). The next occurrence was an application presented to Judge Gilbert to give effect to the order of the four assembled justices. The astute lawyers who originated the idea of overruling courts established pursuant to law, by the mere *ipsi dixit* of a special tribunal created by themselves, then learned that the fulmination of the assembly of justices was no more potential than a pope's bull. The total failure of the scheme to dislodge the receiver in control of the western end of the Northern Pacific Railroad by reason of Judge Gilbert's refusal to remove him in compliance with the decision of the assembly of justices, emphasizes the important fact that in this country power to adjudicate rights must emanate from the law, and that the mere will of one or any number of individuals holding judicial offices of any rank is nil.

The firmness of Judge Gilbert and Judge Hanford in refusing to be played with as pawns on a chessboard by the corporation lawyers and managers, forced the trustee

to cease dallying with the foreclosure proceedings, and the case moved with such speed that the property was delivered to the purchasers at the foreclosure sale in September, 1896. In the meantime the east and west receivers acted in coordination, so that there was no interruption of traffic on the railroad, and locally between Seattle and Portland the service was greatly improved and with an increase of net earnings. Judge Hanford is entitled to credit for requiring his receiver to give the public as good a service as they were willing to pay for.

The records of the department of justice for the years during which Judge Hanford was the only judge in the state—show that the admiralty cases begun and determined in his court equalled in number and importance those in Pennsylvania, Ohio, Michigan, and California in each of which there were two districts, and exceeded those in every state having but one judge except New Jersey.

As there remained a large Indian population in the district, Judge Hanford was called upon frequently to construe the laws made for their protection or to try offenders for infractions. Some of the offenses charged were seemingly of a trivial nature, and yet these cases were given a patient hearing and in committing them to the jury he was as careful to expound the law applicable to them as he invariably is in graver matters. His instructions to jurors, particularly in important civil cases, have been commended as models of clearness and precision. In the case of *Stone v. the United States* (167 United States Reports, 178) the law defining the rights of railroads to take such materials as earth, stone, and timber from the public lands, as well as the rights of the settlers to use or dispose of the timber on their claims, had been so clearly expounded in oral instruc-

tions given to the jury by Judge Hanford that Mr. Justice Harlan, in reviewing the case in the supreme court after quoting the instructions, said: "It is not, in our judgment, necessary for us to add anything to this clear and satisfactory statement of the law applicable to the matters referred to by the trial courts."

In a more recent case, *United States v. Holt*, (168 Federal Reports, 141), in which, after trial and conviction on an indictment for murder committed at Fort Worden military post, counsel for the defendant moved to summon the jurors for examination in open court for the purpose of eliciting facts impeaching the verdict, Judge Hanford, in denying the motion, used the following language:

"I deny that in order to be fair toward an accused person, whether he be in fact guilty or innocent, it is necessary or proper to imprison jurors as if they were culprits, or to continually insult their intelligence by excluding them from the hearing of any motion or argument which it is proper for the presiding judge to hear, on a mere supposition that prejudice may be germinated in their minds by hearing the contentions of counsel and the rulings of the court. To so hold it would be necessary to presume that jurors are incapable of understanding rightly what they hear during the progress of a trial, and of discriminating between things that are proper and improper in the application of the law to the facts which they must ascertain, or that by reason of their lack of mental acumen or moral virtue they are objects of suspicion and unfit to be intrusted with the determination of rights dependent upon law and legal evidence. This expression of ideas may shock fogysm, but I believe that it will meet with the approval of conservative believers in the virtue of the jury system, and that it accords with sound principles of jurisprudence."

The judgment was affirmed by the supreme court.

In the twenty years that Judge Hanford has occupied the bench in this district he has won the confidence and esteem of the entire bar and of the public generally. The youngest lawyer feels that his rights are fully respected in the court, and the oldest knows that, in court, Judge Hanford is no

respector of persons. The public has come to know also that he never hesitates to use the court's full authority to preserve order in times of great public excitement, and while the exercise of that authority has sometimes provoked criticism and temporarily aroused the opposition of the trades unions and others, as in the instance of the so-called Coxey army and in many other similar cases, the outcome has always been such that no one could fairly claim that his rights had been overlooked or neglected.

Judge Hanford's strongest personal characteristics are abundant personal courage and a great capacity for work. His keen perception and wonderful power of analysis enable him to go directly to the heart of every matter, and therefore to dispose of business rapidly. So it is that while doing as much as or perhaps more business than any other district judge he has, during all the years that he has been on the bench, found time for many undertakings which less busy people would have felt they had but little time for. He is an attentive reader of current literature, particularly in the domain of history and biography. He is frequently invited to make addresses on public occasions of various sorts, and responds as circumstances will permit. Some of the addresses he has made in this way exhibit profound study and thorough research in fields which one having so little leisure would hardly be supposed to feel inclined to explore. Many have been printed, and all are worthy of preservation. Those on boundary disputes, printed in the *Alaska Magazine*, and on the controversy in regard to San Juan Island, are models of their kind. His oration delivered at Seattle on John Marshall day is excelled by few of the others which Judge Dillon has gathered into three stately volumes. His literary productions, added to

his reputation as a jurist, have gained for him recognition among scholars as a learned man. In 1904 Whitman College conferred upon him the honorary degree of doctor of laws; and for several years he has served as a member of its board of overseers.

Of the other work that Judge Hanford has done during these busy twenty years, two undertakings, voluntarily assumed, are deserving of special mention. When the news came that San Francisco had been wrecked by an earthquake, and that fire was completing the destruction of the city, on the morning of April 18, 1906, a committee of seven prominent citizens was appointed by the Chamber of Commerce to devise measures for the relief of its homeless inhabitants, and of that committee Judge Hanford was made chairman. An appeal to the citizens of Seattle was promptly issued by the committee, and more than seventy thousand dollars was subscribed during the first twelve hours. Five clerks were required to receive the money offered and post the subscription books. Meantime donations of supplies of every sort, particularly clothing and provisions, were offered in steadily increasing quantity, and a steamer was chartered before the end of the first day to carry relief to the sufferers. Good management and hard work were required to receive, properly credit, and promptly forward this abundance of goods and money, but under Judge Hanford's direction all the machinery for doing the work was arranged for in advance of its requirements. By the time the work in Seattle had been organized, appeals from neighboring towns and far away cities began to be received, asking the committee to act for them in the purchase of supplies to be immediately forwarded, and this new responsibility was accepted. When the work was finished on

October 24 following, the report of the committee showed that it had received and disbursed, or forwarded to San Francisco, \$154,508.82 in cash, and goods and clothing to the estimated value of a hundred thousand dollars, and that every cent in money and every article contributed had been accounted for.

Judge Hanford was one of the earliest to perceive that the power which had for ages been going to waste at Priest Rapids on the Columbia might be turned to account for irrigation purposes, and to devise a practicable plan for doing it. He submitted the plan to friends who had means, and finally succeeded in organizing the Hanford Irrigation and Power Company, which is now supplying a large tract of hitherto desert land with water, and the locality is being rapidly covered with homes and orchards. At no very distant day this enterprise will be one of the monuments to his memory.

Like all others who grew up in pioneer times, Judge Hanford learned the Chinook jargon, and he speaks it fluently. When his children were young he composed several songs in that curious language for their amusement; and in time he connected these with dialogue, reciting an Indian legend in an operetta of considerable length, which he now and again finds pleasure in elaborating.

THOMAS BURKE.—One of the most gifted of living artists, Richard E. Brooks, has recently completed an admirable bust of Judge Burke. It is admirable because it is an accurate likeness, not flattering to the subject but pleasing to his friends, a true image of one beloved. To portray in a biographical sketch the character and personality of the same subject with accuracy and justice yet without



Thomas Burke

eulogizing him, is a task assumed by a friend to whom it will be most gratifying if the merit of the pen portrait shall be comparable to the representation of him in bronze.

Judge Burke is an Irish-American, having in his individuality the spirit and energy of an American patriot in combination with Celtic wit and intellectual vigor. His parents immigrated to this country from Ireland, their native land. The father was of the honest farmer type, a kind-hearted man but a disciplinarian and an uncompromising foe to the vice of idleness. The mother was a woman of good judgment and of a kind and sympathetic nature. Their son was born in Clinton County in the state of New York, December 22, 1849. The infancy and young boyhood periods of his life were spent on a farm in his native state, and he performed the hard tasks and endured the privations which in his time usually pertained to the life of an American farmer's boy, relieved only by his own natural ability to make fun and the consolation of a mother's love. She died before he was twelve years old. Then the farm was sold and the surviving members of the family, consisting of the father and Thomas and two younger brothers and two sisters, removed to Iowa, and Thomas soon after went out to work to earn his own living and to help provide for the family. His first work away from home was in the capacity of a carrier of water to supply the needs of a gang of laborers engaged in constructing a railroad.

Afflictions are sometimes blessings in disguise. He suffered and profited by an injury which impaired the usefulness of one of his arms, and that misfortune probably helped to advance him on his career by saving the years of time that otherwise would have been sacrificed in learning a mechanical trade. His father believed that it would be advantageous

for him to learn a trade and had intended to bind him as an apprentice, but on account of the injury abandoned that intention and he was permitted to continue for a longer time in school and afterward to work in a store as errand boy and salesman. While thus employed he was studious and saved part of his wages, whereby he prepared himself for entrance into the Academy of Ypsilanti, Michigan, and was able to maintain himself there during one term. Then he obtained employment as a hired man on a farm and earned the money necessary for his expenses during a second term. Being sufficiently advanced to teach, he next alternated between terms at the academy as a student and terms of a country district school as a teacher until his graduation in the year 1870, when he entered the law department of the Michigan State University at Ann Arbor and alternated between a district school as a teacher and terms of the University as a law student. His legal education was completed in the office of a practicing lawyer at Marshal, Michigan, and after being admitted to the bar he commenced his professional career in that city. Within the first year of his practice he was selected to fill the position of city attorney, which office he held until his departure for Seattle in the year 1875.

Teaching a country school and boarding around the district is very helpful to a young man as a means of perfecting a practical education. The teacher is usually received by the different families of the district as an honored guest, by a natural process he is trained in the art of being agreeable, and his experiences afford opportunities for the study of human nature and promote the development of his own character under the most favorable conditions. Judge Burke has always been fond of children, and while employed

as a teacher it was his practice to entertain as well as instruct them by story telling. He is a charming conversationalist, and has often been suspected of having kissed the blarney stone, but in fact has simply continued through life the habit of being genial and pleasant acquired while boarding around the district as a country school-teacher. In height he is below medium, and as a youth his physical appearance was not imposing. It has been told concerning him that at the time of entering the Ypsilanti Academy about all that was noticeable of his personality was a dozen freckles and a big mouth. When he was being hazed, one of the larger boys volunteered to protect him from abuse, but the patronizing offer was resented. Not long afterward Burke laid the foundation for his reputation as an orator in a debating society connected with the academy. Then it became apparent that, as a weapon of offense and defense, his big mouth was amply sufficient and the hazing ceased. When he came to Seattle at the age of twenty-five he had improved in physique and was a handsome young man. Having a fine head and being well dressed and affable in manners, he immediately became popular as a society man. He was then a good lawyer and an eloquent and persuasive speaker. He had read many books, and having a retentive memory his mind was well stored with knowledge of history and general literature. He began the practice of his profession in partnership with John J. McGilvra, a pioneer lawyer who came to Washington Territory in 1861, holding an appointment as United States district attorney given to him by President Lincoln. This partnership did not continue very long, although the two men remained firm friends and Burke became permanently related to McGilvra by winning the heart and hand of his beautiful daughter.

Without having previously seen it, Judge Burke adopted Seattle as his home city before he left Marshal, and he has never faltered in his loyalty or become weary of endeavoring to promote its prosperity and add to its attractions. He commenced immediately upon his arrival to do professional work which he found here waiting for him, and until his retirement from practice his career at the bar was one of constant activity and success. Less than two years after arriving in Seattle he was elected to the office of probate judge of King County, and, the duties of that office being incompatible with the interests of some of the clients of his firm, he separated from McGilvra and formed a partnership with Unit M. Rasin. The new firm commenced practice with laboring men for clients, the chief business for the first year or two being the collection of wages of loggers, coal miners, and sailors, but both members were energetic and active in all the business life of the community, so that their practice rapidly extended into other fields. Judge Burke was elected probate judge for a second term of two years, and then declined to be a candidate for reelection. He had already saved some money and invested it in real estate, and he continued to wisely invest his accumulations. The first piece of property purchased was a lot having sixty feet of frontage on Second Avenue between Marion and Madison streets, on which he has erected a modern reinforced concrete building, twelve stories high. It is called the Empire Building, and in finish and the perfection of its arrangements is one of the best office buildings west of Chicago. He paid twenty-five thousand dollars, at the time considered an extravagant price, for the ground, 120x120 feet, at the north-west corner of Marion Street and Second Avenue, on which, immediately after the great conflagration of Seattle in 1889,

he erected a six-story office building called the Burke Building. In this he proved his courage and faith in the city by incurring a debt for the large amount of money expended in the erection.

Judge Burke was formerly a democrat and a strong partisan. In the year 1880 he was well known and popular. The democrats hoped, with him as a candidate, to win success for the party in Washington Territory, and without solicitation on his part he was nominated for the office of delegate to congress. Having accepted the nomination, he made an earnest campaign, visiting every settled locality and making speeches in all the places where people were accustomed to assemble. He was a popular candidate but failed to win the election because the majority of the voters were republicans, and democratic doctrines, especially opposition to a protective tariff, were obnoxious in Washington Territory. In 1882 he was again selected as the candidate to head the ticket of his party and was again defeated. In the campaign of 1884 he supported Charles S. Voorhees, the democratic candidate, and was a large contributor to the success of the party in that election. There had been no change in the sentiment of the people with respect to national issues, the success of Voorhees being attributable to clamor for forfeiture of the unearned part of the Northern Pacific land grant. In the next campaign the democratic party by its platform continued to advocate radical legislation hostile to the Northern Pacific Railroad Company and also condemned the measures which had been adopted by President Cleveland and Governor Squire to protect Chinese inhabitants in the enjoyment of their rights under treaties and the laws of the United States. This was an attack on leading citizens, including Burke, for their resistance to lawless

methods for the expulsion of the Chinese inhabitants. Therefore Burke did not support the party, and he was never afterward *en rapport* with the men in control of the democratic organization. In the campaign of 1896 he canvassed the state of Washington in support of the candidacy of William McKinley for the presidency and the principles of the republican party. In this he was actuated to a large extent by his sincere belief that the business interests and welfare of the country were jeopardized by democratic advocacy of the doctrine of bimetallism applied to the monetary system. No speaker in that campaign, east or west, excelled him in ability as an advocate of a sound financial policy, and he has ever since continued to adhere to the republican party and to support republican candidates.

Business prosperity made its first appearance in Washington Territory about the year 1880. Previously to that time the sawmill proprietors and a few others west of the mountains had accumulated comfortable fortunes in the business of cutting timber to supply the demands of San Francisco, the Sandwich Islands, China, and South America; on the east side a few others had prospered in the business of hauling and packing freight to the mines and in raising cattle and wheat; but there was no general prosperity until the actual construction of the Northern Pacific Railroad commenced, and the failure of Jay Cooke in 1873 checked industrial development before much headway had been gained. The enterprise of Henry Villard, in building simultaneously the Oregon Short Line through to Portland and the Northern Pacific from the Missouri River to a connecting point on the Columbia River, gave a great impetus to immigration, created a demand for real estate in the more important towns and cities, and had a direct effect in promot-

ing activity in lumbering, coal mining, farming, and salmon canning. There was then a demand for laborers in large numbers, and, with other immigrants, Chinamen came into the territory in considerable numbers. In the fall of 1883 Mr. Villard's grasp of the transportation business in the northwest was broken, there came a time of financial stringency, and with the pinch of hard times an agitation was commenced for the expulsion of the Chinese by unlawful and violent methods. The most notable instance of success in carrying out the scheme of expulsion was in the city of Tacoma, where on the 3d day of November, 1885, every Chinese inhabitant was compelled to leave, and a day or two later the buildings which had been their habitations were destroyed by burning. Similar action in Seattle was prevented by the resolute opposition of the sheriff of King County, the mayor, and a large majority of the citizens of Seattle, but the agitation was persistently continued until it culminated in February, 1886, in an attempt on the part of the agitators to repeat what had been done at Tacoma. An attempt to allay public excitement by debating the questions at issue in mass-meetings resulted, naturally, in augmented animosity. To an assemblage of people representative of both sides of the controversy, Judge Burke in a vigorous speech denounced the lawless expulsion of the Chinese from Tacoma. For this he was marked by the anti-Chinese agitators as an object for hatred and revenge. When the collision of forces occurred, Judge Burke, armed with a double-barreled shot gun, was in line with Captain Kinnear's company of home guards. A few shots were fired and three of those on the side of the anti-Chinese party were wounded, one of them fatally. These circumstances furnished the pretext for a charge of murder made against

Judge Burke, on which a warrant for his arrest was issued by a justice of the peace. The affidavit charging the crime was sworn to by a stranger whose identity never became known to Judge Burke or any of his friends. The charge was against Burke, Frank Hanford, E. M. Carr, Rev. L. A. Banks, and D. H. Webster jointly, neither one of whom fired a shot that day, although all of them were in the ranks of the home guards. They were simply selected as intended victims of the enraged rioters. Governor Squire, acting upon the advice of lawyers and other prominent citizens, issued a proclamation placing the city under martial law and appointed Major Alden provost marshal. He immediately assumed command of the home guards and the two volunteer military companies then in Seattle, and with this force the city was governed until the arrival of General Gibbon with a force of regular United States soldiers sent to preserve order by command of President Cleveland. The constable to whom the warrant against Burke and others was issued was not permitted to make arrests while martial law prevailed, and immediately afterward the accused, except Rev. L. A. Banks, all went voluntarily before the justice of the peace, and, waiving a preliminary examination, were admitted to bail pending an inquiry concerning the accusation by the grand jury to be convened at the next ensuing term of the district court. In the following month of May that body made a report to the court to the effect that after a full examination of the witnesses cognizant of the occurrences of the day of the tragedy the accusation appeared to be entirely false, and by that report the case was terminated.

Judge Burke has had associated with him at different times as partners in law practice, besides those already

mentioned, G. Morris Haller, Joseph A. Kuhn, Thomas R. Shepard, Andrew Woods, and his brother-in-law, Oliver C. McGilvra. During the greater part of his professional career his services were in demand by corporations and large business concerns, but much of his time has been given to the needy poor and his talents have often been employed without compensation in advocating their causes. One of his most brilliant efforts was in defense of a man indicted for a crime who by reason of his poverty was unable to engage a lawyer to plead for him. The court assigned Judge Burke and C. H. Hanford to the task of making his defense. The two young lawyers worked together as a team with the utmost zeal. Burke's argument to the jury in behalf of the friendless man was one of the most eloquent and powerful pleas ever delivered in a court-room in Seattle; many of those present, including the jurors, were visibly affected so that they were unable to restrain tears from coursing down their cheeks. His record as a lawyer and business man is unstained by any dishonorable practice or trick or neglect of duty. Worthy members of the legal profession are "the steadfast ministers of justice, the champions of honor, and the knights who perpetually battle to redress wrongs and maintain the rights of men, taking fees for their services when they can get them but never abating zeal in the cause of a client who is poor or weak or despised or wicked." Judge Burke is a lawyer of that stamp.

As a platform speaker, Judge Burke has many times delighted audiences by the elegance of diction, the humor, the pathos, and the magnetic power of his addresses. Among the most noteworthy of these, other than forensic and campaign speeches, may be specified his lecture on Mirabeau, delivered a number of times at different places; his eulogium

on Senator John B. Allen, delivered before the Washington State Bar Association at its annual session in the year 1903; an impromptu speech delivered at New London, Connecticut, on the occasion of the launching of the steamship "Dakota," and an address on Pacific Ocean commerce delivered at a banquet in Chicago, given December 9, 1908, by the Chicago Association of Commerce in honor of Mr. J. Pierpont Morgan.

In August, 1888, Hon. Richard A. Jones, chief-justice of Washington Territory, died, and his successor, Hon. Charles E. Boyle, also died after holding the office one month. In December of that year President Cleveland appointed Judge Burke to be chief-justice. During his incumbency he presided in the supreme court of the territory one term, and as judge of the third judicial district of the territory held terms of court in Seattle and Port Townsend. As in all other positions, he performed the duties of the office with fidelity and distinguished ability. He wrote the opinions of the supreme court in a number of important cases, including *Ankeny v. Clark*, 1 Washington 549, and *Northern Pacific Railroad Company v. O'Brien*, 1 Washington 599, both of which were affirmed by the supreme court of the United States. At the time of his appointment there was urgent need of a judge to fill the vacancy, and under pressure he accepted the office and commenced to perform its duties without having had time to arrange his own business for a permanent change. Therefore he resigned as soon as he could do so after the inauguration of President Harrison in March, 1889. His successor, Judge C. H. Hanford, took the prescribed oath of office and assumed its duties at the close of a term of court at Port Townsend on the 27th day of the same month.

After Mr. Villard had been superseded, the management of the Northern Pacific Railroad Company gave active support to the Tacoma boosters in making a spurt to outgrow Seattle, and the rivalry of the two cities greatly stimulated the progress of both. One of the things which the Seattleites did in that time of strife was the organization of the Seattle, Lake Shore, and Eastern Railway Company, designed to make their city the chief commercial seaport of the state by constructing a railroad across the state via the best natural route, which is through the Snoqualmie pass, and another line northward through King, Snohomish, Skagit, and Whatcom counties, and thereby to grasp and hold the local traffic tributary to those lines. Men of brains and energy, including Judge Burke, pushed the enterprise vigorously, were successful in securing valuable terminals at Seattle and Spokane, and completed the construction of the road eastward from Seattle to the base of the Cascade range of mountains, northward through the city of Bellingham to the international boundary line at Sumas, and westward from Spokane a distance of fifty miles. While this was being done, Seattle had the advantage of transportation facilities afforded by the Canadian Pacific Railway, aided by a good steamboat service between Seattle and Vancouver, B. C., and its commerce expanded rapidly, so that the Northern Pacific company was compelled to compete for a share of its business and that company eventually acquired the lines and terminal property of the local company. When Mr. J. J. Hill projected the extension of his railroad system through to the coast he found in Judge Burke a wise counselor and with his aid secured an entrance into Seattle and valuable terminal grounds. Judge Burke was the general western counsel for the Great Northern Railway system

until his retirement from law practice in the year 1904. A great deal of credit is due to him for his activity and sagacity in promoting the interests of his home city by securing the most advantageous transportation facilities, including trans-Pacific steamship lines. Judge Burke was also one of the organizers and officers of an electric street railway company which constructed an electric railway extending from the foot of Columbia Street to the city of Ballard, now incorporated within the limits of greater Seattle. During the time of financial stringency commencing soon after the failure of Baring Brothers in the year 1890, the street railway lines of Seattle, which were all new and in debt, suffered by the shrinkage of income. The Ballard line would necessarily have collapsed if it had not been carried through by the resolution and fertility of resources of Judge Burke. He assumed absolute control of the property, and by installing electric power-producing machinery in the basement of the Burke Building was able to dispense with the large, cumbersome, and expensive plant which had been provided to furnish power for the line and to diminish the expenses, thus keeping the line in operation, rendering efficient service without reducing the wages of employees, and saving the property from being wrecked, so that when it became incorporated in the system of the Seattle Electric Company the original investors got their money back.

Judge Burke was a financial loser in one of the enterprises that he was induced to take stock in. With D. H. Gilman and D. E. Durie, of Seattle, and J. J. Browne, of Spokane, he formed a daily newspaper publishing company. The journal was named the *Telegraph* and was a good newspaper, but in the time of financial stringency above referred to the business men of Seattle were unable to sustain the burden

of supporting more than one first-class daily morning paper, and the publication of the *Telegraph* was abandoned.

Judge Burke has always given a considerable share of his time gratuitously to promoting the general welfare of the state. For several years he was a member of the board of school directors of Seattle, giving active and intelligent attention to the interests of the public schools of the city, especially to improvement of the sanitary conditions of its school-houses. He was in the service of Washington Territory for a time as a member of the territorial board of education. He has served two terms as president of the Rainier Club and was the first president of the Seattle Golf and Country Club. In the year 1907, accompanied by Mrs. Burke and Mr. and Mrs. M. F. Backus, he crossed the Pacific Ocean in the steamship "Minnesota" and made an extended tour of Oriental countries. This was partly in the interest of of the A. Y. P. Exposition, he and Mr. Backus being special commissioners representing the exposition in those countries, in which capacity they acted without compensation; and to their efforts credit is due for the active participation of the Japanese people in the exposition.

Judge Burke was one of the organizers of the Seattle Chamber of Commerce, and has been and still is one of its most active and efficient members and chairman of one of its most important committees. He is a benevolent man and a liberal giver, as well as a wise business man with sufficient firmness of character to resist the importunities of the many solicitors who would, if they could, divert his benefactions from the objects of his selection. He rendered an important public service as chairman of the committee which was successful in securing for Seattle a bronze statue of William H. Seward, one of the masterpieces of Richard

E. Brooks and a work of art of which, as the statemanship of William H. Seward in securing the great country of Alaska for the United States shall be more and more appreciated, will be regarded as one of Seattle's treasures.

In recognition of his eminence as a public spirited citizen, his attainments in scholarship, and his abilities as a lawyer and jurist, Whitman College conferred upon Judge Burke the honorary degree of LL.D. He has always been a friend of that promising institution of learning, and is a member of its board of overseers. His knowledge of the world has been enlarged and his mind broadened by travel in the British Isles, continental Europe, Egypt, and the Oriental countries, accompanied by Mrs. Burke, a lady who by reason of her talents and amiable disposition is an ideal companion. She is also greatly admired as a charming hostess in their home in Seattle, where many distinguished guests have been entertained. Judge Burke, at the age of sixty, is still active in the business and social life of the city and state, and apparently in the prime of robust manhood. His friends and the community wish for him many years of continued usefulness.

JAMES M. ASHTON was born at Belleville, Ontario, August 28, 1859. He is the son of Joseph Ashton, who came from Devonshire, England, to Canada when a youth, and Nancy Winn (Stevenson) Ashton, a native of New York State. He attended the public schools and Albert College in his native town, and entered University College in Toronto at the early age of fourteen. In his sophomore year his health failed, and he went to Nebraska, where he worked as a cowboy three years, during which time he rode over much of the country lying between the Union Pacific Railroad and



James M. Astutor

the Rio Grande River. Having regained his health and saved some money, he returned to Toronto and studied law at Osgoode Hall in that city, from which he graduated when twenty-one years old. From Toronto he went to Chicago, where he continued his legal studies, and in 1882 went to Denver in the expectation of beginning practice. Not finding the opportunities he had hoped for in Denver, he decided to go farther west, travelling by way of New Mexico and Arizona to San Francisco, where, hearing favorable reports of the Puget Sound country, he resolved to visit it, arriving in Seattle in October, 1882. Learning that Judge Roger S. Greene would hear applicants for admission to the bar at Tacoma, he went to that city for the purpose of being admitted. Receiving two retainers on the day of his admission, he decided to remain in Tacoma and opened an office, although the town then consisted of little more than Hanson's sawmill and the buildings surrounding it at Old Town, with Blackwell's Hotel and a few wooden structures at the terminus of the Northern Pacific Railroad on the waterfront and at the summit of the hill.

Mr. Ashton enjoyed a large practice until 1887, when he became one of the general attorneys of the Northern Pacific Railroad for its western divisions, with headquarters at Tacoma. He held that position until 1893, and was then made general counsel for the western receivership of the Northern Pacific. Upon the reorganization of the road in 1896 he wound up the western receivership and resumed the general practice of law, in which he is still engaged. He stands high in his profession, and his legal views have had a prominent part in the formation and upbuilding of the state.

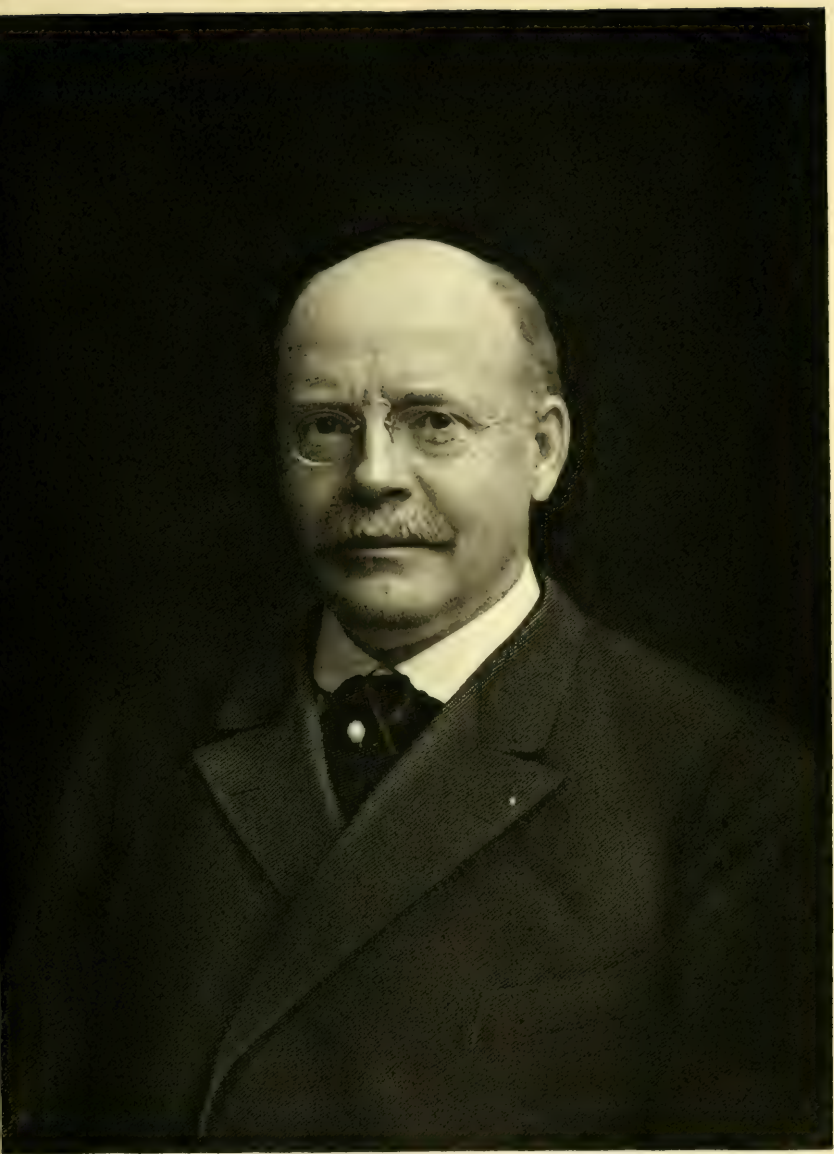
Mr. Ashton has always been a republican and active in the party, although never seeking office. He was a

delegate to the national convention at Philadelphia in 1900, served on the national committee, and was chosen to make one of the speeches seconding the nomination of Mr. Roosevelt for vice-president. He was again a delegate to the national convention in 1904, when he was chairman of the Washington delegation. In 1909, upon the death of Francis W. Cushman, he was proposed by the Pierce County and other delegations to the republican convention of the district as a candidate for congress, but was defeated for the nomination; and in 1910 he was unsuccessfully urged for the nomination for United States senator.

In territorial days and during the first years of the state Mr. Ashton took a great interest in building up the militia. He first enlisted as a private in an infantry company, the old Tacoma Guard, and served during the Chinese riots and other early disturbances. He was commissioned as the first captain of Troop B and served as captain of cavalry and major of the cavalry squadron until his election as brigadier-general of the state militia. As captain of Troop B he did much to preserve order and bring about a proper settlement of the extensive mining strikes in 1891. His military duties ceased in 1894 by reason of his extensive practice and civic duties but at the opening of the Spanish War he organized an independent regiment and was assured of being next in call had the war continued.

Mr. Ashton was married, June 1, 1892, to Mary Frances Davies, a native of California, daughter of David T. Davies, a pioneer of that state and an authority on mining in all its branches.

He is a Knight Templar and a member of the Union, Commercial, University, and Country clubs, and other leading clubs of the Pacific coast. He is also an active member of the Tacoma Chamber of Commerce.



John J. McGowan

JOHN HARTE MCGRAW, second governor of Washington after it became a state, was a native of Maine, having been born at Barker Plantation, in Penobscot County, October 4, 1850. A little more than two years after his birth his father was accidentally drowned, and his mother was left to provide for herself and three small children as she best could. In time she married again, and not finding life in the home of his stepfather very agreeable, the future governor, when fourteen years of age, left it and thenceforward made his own way in the world. He had attended such schools as there were at that time, during the winter months, with some regularity, but after leaving home his education was for the most part continued in the hard school of experience only. He worked at such employment as he could obtain, and finally became a clerk in a general merchandise store, of which he was made manager when only seventeen. He held that position four years, and then, in company with a brother, who was older, engaged in business on his own account. The undertaking was so far successful as to satisfy their expectations until the hard times which followed the failure of Jay Cooke and Company brought it to a disastrous close in the winter of 1875, and he then resolved to seek some new and more promising field of employment. Accordingly, after settling his affairs, he came to the coast, arriving in San Francisco in July, 1876. There he was compelled to remain for nearly five months in order to earn money enough to complete his journey to the Sound, for which he had originally started. He arrived in Seattle December 28, 1876, and in that place resided until his death.

He was first employed in Seattle as a clerk in the Occidental Hotel, but later secured control of the American House,

a small hotel near Yesler's Wharf. This was destroyed by fire soon after he took possession, and he was once more forced to seek employment. He applied for and secured a place on the police force, which then consisted of but four men, retaining that position until July, 1879, when he was elected city marshal and was also appointed chief of police by the city council. He was reelected and reappointed in 1880, and again in 1881. During a large part of the time while he was thus charged with the responsibilities of principal peace officer of the city, all the towns on the Sound were more or less infested with gamblers, thieves, and outlaws of various sorts. There were also at times many idle men in them, who had been thrown out of employment by the suspension or completion of work on the railroads, or by a reduction of the forces of the various lumber mills and logging camps. The latter, while not naturally vicious, often became turbulent when excited by irresponsible agitators, or when robbed of their earnings, as they frequently were by the lawless element, and were difficult to manage. His management of the police force during those troublesome times, and particularly his conduct during the excitement which followed the murder of George B. Reynolds in January, 1882, led to his election as sheriff in that year, and he was reelected two years later. It was during his second term as sheriff that the anti-Chinese troubles occurred, as described in Vol. IV of this work. He was defeated, together with all the other candidates of his party, in the campaign of 1886, but was again elected in 1888, and declined a renomination in 1890.

While in office he applied himself to the study of the law and was admitted to the bar, and after he had failed of election in 1886 he was admitted to a partnership with Roger S. Greene, ex-chief-justice of the territory, and C. H. Hanford,

afterward judge of the United States district court. Subsequently Joseph F. McNaught joined the firm, which then became Greene, Hanford, McNaught, and McGraw. The firm enjoyed a satisfactory business during the two years that McGraw was a member of it, and he would doubtless have continued to practice law if friends had not persuaded him to accept another nomination for sheriff so that it might be demonstrated that the ill-feeling which his courageous conduct during the anti-Chinese excitement had aroused had been forgotten, and that the people in their calmer moments fully approved his course. This was proved by his triumphant election.

For half a dozen years preceding his final retirement from the sheriff's office, the city and country had been prosperous. New settlers were arriving in encouraging numbers. All the towns on the Sound, and particularly Seattle, had been growing rapidly. Real estate prices had advanced, and nearly everybody had made money in consequence. The means he had saved he had invested with good judgment; nearly every investment had brought satisfactory returns, and he now had a comfortable capital. Upon his final retirement from the sheriff's office he became president of the First National Bank, and for the succeeding three years devoted himself to the management of that institution. He had no intention of again holding or seeking public office, but did not cease to take an interest in political affairs. He was usually a delegate to both county and state conventions, and a conspicuous figure in directing their deliberations, and also took an active part in public enterprises of every sort. He was one of the earliest and most enterprising workers for the Lake Washington canal, and everything likely to advance the prospects of that enterprise received

his hearty support, while everything that seemed likely to defeat or retard it was sure of his opposition. When Senator Squire's first term expired and his reelection was by no means certain he went to Olympia, took charge of the campaign, and after a hard fight won the battle for his candidate. Upon his return to Seattle at the close of this contest he was presented with an elegant silver service by the people of the city as an evidence of their appreciation of what he had accomplished.

When the convention assembled at Olympia in September, 1892, to nominate a state ticket, there were a number of candidates for governor, but no one of them had votes enough to be secure of the nomination before the convention assembled. The delegates from King County wished to secure an endorsement of the Lake Washington canal in the platform, and this was opposed by other delegations, particularly that from Pierce County. The proposed endorsement received more attention before the convention assembled than was given to the ticket itself, or to any of the candidates. As the pre-convention canvass progressed the advocates of the canal began to talk of McGraw as a candidate for governor, although he had not sought the office and up to that time had no thought that it would ever be offered to him. But the suggestion was favorably received by all friends of the canal, and apparently gave strength to their cause, though up to the time that the convention was organized it was not certain that he could be nominated or that the endorsement would carry. The committee on platform rejected the endorsement, but the King County delegation proposed it as an amendment to their report, and after a spirited contest it carried and McGraw was nominated. The canal plank encountered some opposition in the party during the canvass from voters who feared that the building

of the canal by the general government might delay or defeat improvements in their own localities in which they were more closely interested, but the entire ticket was elected and the new governor and other state officers were inaugurated January 11, 1893.

When these officers were nominated and elected the country was prosperous, but by the time they took office it had become clearly apparent that a reaction was beginning. The panic of 1893 had in fact begun as soon after the elections in November as the people began to realize that for the first time in many years they had chosen a president and a majority of the house of representatives who favored a radical reduction of the tariff and that a majority in the senate made this course possible. There was also grave doubt as to whether the country could longer maintain the parity between its gold and silver coins if the coinage of silver were continued under the coinage laws as they then were, which was an additional cause of alarm. Conditions everywhere prevailing called for a policy of retrenchment and reduction of expenses to the lowest limit possible. Deficiencies amounting to more than three hundred thousand dollars had been left by the old state administration to the new, and their payment was likely to prove embarrassing, but in spite of this fact the legislature appropriated more than half a million dollars more than the estimates called for. As appropriations were then made in lump sums for the support of the various state institutions, and for many other purposes, it was not possible for the executive to prevent all the extravagances which the appropriations contemplated, but he vetoed items amounting to \$178,640 for other purposes in the bill for that session.

The governor's fears as to the decrease in revenue were more than realized during the succeeding two years. The

assessed valuation of property in the state, which had increased from \$217,612,897 in 1890 to \$285,846,824—or nearly \$68,234 in 1892,—fell to \$226,245,182, a decrease \$59,601,642, in 1894. The payments of taxes, which had formerly approximated eighty per cent, fell to sixty-five per cent, and in the first two years of his administration the audited state debt increased from \$885,906 to \$1,307,322.04. Only one-fourth of the state tax for 1893 had been collected on March 31 of that year, although collections amounting to seventy-five per cent had been confidently expected. The total receipts for the fractional quarter ending December 31, 1892, and the quarter ending March 31, 1893, had been \$402,564.95, but the total receipts for the full quarter ending December 31, 1893 and those for March 31, 1894, fell to \$197,167.62. In view of these facts the governor urged the legislature which assembled in January, 1895, to give the closest consideration to all appropriations and to keep the total at the lowest possible limit. He also indicated various ways in which money could be saved by better management of the state funds, provided the method of management could be legally changed. It was senseless, he said, to maintain permanent funds for future use while interest charges were accumulating on increasing promissory payments. Since the state had been admitted, six years earlier, the people had paid \$230,591.52 in interest, of which \$122,016.72 had been a tax against the revenue taken in between October 31, 1892, and the same date in 1894. The practice of storing money for remote and indefinite expenditures, when interest account could be reduced by its legitimate use, was not rational. He pointed out that the state school fund, which had been invested at a disadvantage

in bonds bearing four or five per cent, should be employed to take up state warrants bearing eight per cent, and this was authorized. Two years later he was able to report, in his last message, that \$212,803.46 had been so invested to the profit of the fund of at least two and one-half per cent over any other investment, and of course with no loss to the state.

During the remaining two years of this administration the prevailing condition of business throughout the country improved but slowly. Taxes were paid with the utmost difficulty. The taxes delinquent November 1, 1892, had amounted to approximately \$150,000; in November, 1896, they amounted to \$955,905.50. The state debt when the administration began was \$1,204,092.58; when it ended it had risen to \$2,185,038.72. But there had been paid deficiencies from the previous administration amounting to \$251,000, and nearly \$150,000 in interest on obligations then incurred. But there were to be no deficiencies in future. The legislature of 1895, upon Governor McGraw's earnest recommendation, had passed an act forbidding them to be incurred—one of the most wholesome laws ever enacted.

He made numerous other recommendations in his two messages, some of which were promptly adopted, and some were not acted upon until later. One of these—the one that he considered the most needed of all reforms in the state government—was for the consolidation of all the numerous boards which then had charge of the various state institutions into one, with strict and definite arrangements as to the compensation of its members. Appropriations for these institutions were at that time made in one lump sum for each, so that the governor could veto no part of the appro-

priation without cancelling the whole. He urged that an act should be passed requiring appropriations to be made in detail, and that appropriations should not be converted into interest-bearing debt until the need for it should become imperative. He advised numerous changes in the revenue laws, then rather heterogeneous in character, and pointed out various ways in which the cost both of assessment and collection might be reduced. Real estate assessments were then made annually, while it was apparent—as has since been proved—that biennial assessments are quite sufficient. Remittances to the state treasurer were too dilatory, and the state's interest charge considerably increased on that account. This was an abuse needing correction. There was need for better provision to prevent the sequestration of personal property at assessment time, and for better regulations for collecting the liquor license tax. He also advised a provision permitting semi-annual payments of real estate taxes. The work of establishing the harbor lines and of surveying and platting the tide lands in front of cities was completed during this administration, as was the selection of the 622,000 acres of lands granted to the state by the general government for various purposes. Owing to the ill health of Governor Ferry, this important work had been delayed and badly managed, but under the more vigorous supervision which Governor McGraw was able to give it the selections were not only made more rapidly but with far greater care, and the value of the lands secured was appreciably increased.

It was during the McGraw administration that plans were selected and the foundation for a capitol building constructed on the site of the old territorial capitol. The work done was paid for by warrants, the payment of which was secured by the lands granted to the state for buildings at the

capital, and did not become a charge against the tax revenue. Although the state debt was considerably increased during his administration, owing to the falling off in estimated revenue, considerable sums were saved by the close personal supervision of expenditure made by the governor. The more noteworthy of these were in the appropriations for the national guard, for the state printing, in the interest account, and in the management of the state institutions, and no saving was anywhere made at the expense of efficiency in management. Various economies were recommended that were not immediately, and some of which have not yet, been accomplished. Among these was a reduction in the cost of maintaining the courts, and particularly in the prosecution of criminals and in the expensive methods of conducting elections.

During the panic years the governor's private affairs suffered in common with those of other people, and perhaps more than those of other people, because of his inability to give them his undivided attention. At the close of his term he returned to Seattle to begin about where he had begun when he had first arrived there. He had some property left, but was deeply in debt. When, a few months later, news of the rich discoveries of gold in Alaska was received, he saw, or thought he saw, a chance to pay his debts and retrieve his fortunes by going to the mines, and although nearly forty-seven years of age, he joined one of the earliest parties going north. He spent two winters on the Yukon, and was only moderately successful. On his return from the north he was met at Vancouver by a large party of friends, among whom were some of the most prominent business men of Seattle, who gave him a most hearty and cordial welcome home. He soon afterward opened a real

estate office in Seattle. The period of that city's most marvelous prosperity was then about to begin, although nobody at that time guessed how great it was to be, and within a few years his fortunes were reestablished.

Mr. McGraw was married, October 12, 1874, to May L. Kelley. Two children were the fruit of this marriage, a son, Mark Thomas, who accompanied his father to Alaska in 1897, and a daughter, Kate Edna, who is now Mrs. Fred H. Baxter. Governor McGraw was a thirty-second degree Mason, a Knight Templar, a noble of the Mystic Shrine, and a member of the Rainier and several other Seattle clubs. He died at his home in Seattle June 23, 1910.

MAURICE McMICKEN is a son of General William McMicken, so long a resident of Olympia, who, as the name indicates, was of Scotch ancestry. His mother's maiden name was Rowena J. Ostrander, and her ancestors were early settlers in New England and Pennsylvania. The family was living in Dodge County, Minnesota, when Maurice was born, October 12, 1860. He attended the public schools in Minnesota until thirteen years old. The family then removed to Washington, where General McMicken had been employed for a year or more in building the Northern Pacific Railroad between Kalama and Tacoma, and had become surveyor-general of the territory, residing in Olympia. There the son continued his studies until, in 1877, he was sent to the University of California at Berkeley, entering the class of 1881. He afterward studied law for a year in the office of Dolph, Bronaugh, Dolph, and Simon in Portland, and in the late fall of 1881 went to Seattle, where he became a clerk in the office of Struve and Haines, the firm at that being composed of Judge H. G. Struve and J. C.



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Haines. Completing his studies in that office, he was admitted to the bar in July, 1882. On July 1, 1883, he was taken into the firm as a junior member, its style being changed to Struve, Haines, and McMicken. This continued until 1890, when Colonel Haines withdrew to become attorney for the Oregon Improvement Company, and the firm became Struve and McMicken. While Colonel Haines had been in the firm he had attended to all, or at least most, of its business in court, and his withdrawal left it without a member who cared to conduct trials and do court work. Judge Struve had for a long time been employed almost exclusively as counsel by the firm's clients, and as there was enough other office business to occupy Mr. McMicken's attention the firm of Struve and McMicken expected to confine itself to office practice. It could not, however, attend to all the litigation that came to it without going into court occasionally, and for this other lawyers were employed. One of these was E. C. Hughes, who had recently come to Seattle from Iowa and was then a member of Hughes, Hastings, and Stedman. As time passed a constantly increasing share of the court work was sent to him. Senator John B. Allen, after he had failed of reelection in February, 1893, decided to remove from Walla Walla, where he had long resided, to Seattle, and on October 1 of that year the partnership of Struve, Allen, Hughes, and McMicken was formed, which continued until Senator Allen's death in February, 1905. Shortly after that event Judge Struve retired and two new members were admitted, the firm becoming Hughes, McMicken, Dovell, and Ramsey. In its various forms Mr. McMicken's firm has undoubtedly enjoyed for many years the best law business in the state.

In addition to his law business he has been interested in a number of enterprises that have helped materially to develop the state and increase the prosperity of its principal city. He was one of the incorporators of the First Avenue and the Madison Street Cable companies, helped to build both lines, and was for a considerable time secretary of the two companies. He was also interested in the North Seattle and South Seattle companies, which extended the First Avenue system in both directions. During the financial depression following the panic of 1893 all these enterprises were kept going with the utmost difficulty, but they were carried through and finally sold to the Seattle Electric Company. From 1899 to 1909 he owned a considerable interest in the *Post-Intelligencer* Company.

Mr. McMicken was married, March 11, 1885, to Miss Alice F. Smith, and they have three children, Hallidie, William Erle, and Maurice Rey. He attends the Unitarian church and is a member of the Rainier, University, Seattle Golf and Country, Arctic, and Seattle Yacht clubs.

ELLWOOD CLARKE HUGHES, the present head of the law firm of Hughes, McMicken, Dovell, and Ramsey of Seattle, came to Washington from Iowa in 1890. He was born in Columbia County, Pennsylvania, his father, Ellwood Hughes, being of a family whose ancestors had settled in that commonwealth in the time of Penn. His mother, Elizabeth Hill, was of puritan stock, descended from a family that left England early in the sixteenth century, going first to Switzerland and thence to America.

Mr. Hughes was educated in Carthage College, Illinois, and taught Latin and Greek in that institution for two years after graduation. He began to read law while teaching, and



E. C. Hughes



after quitting that employment continued its study in the office of A. C. Bardwell at Dixon, Illinois, until admitted to the bar. He then went to Spencer, Iowa, where during the nine succeeding years he enjoyed a practice that took him into the courts of most of the counties in the northwestern part of the state. On coming to Washington he fixed his home in Seattle, the firm of Hughes, Hastings, and Stedman being formed and continuing for nearly three years, during which time Mr. Hughes was associated also in court work with Struve and McMicken. The latter was one of the oldest law firms in the state. Judge Struve had been engaged in the practice of law in the territory since 1861, had been secretary of the territory four years, and several times was a member of the territorial legislature. Colonel J. C. Haines was for several years a member of the firm. It had a large clientage, including some of the oldest mill companies in the state, as well as individuals of ample means and foreign corporations. In October, 1893, Mr. Hughes and ex-senator John B. Allen were admitted as partners, the firm style then becoming Struve, Allen, Hughes, and McMicken, and so continuing until Senator Allen's death. Later Judge Struve retired on account of age, and two younger members were admitted, when the name was changed to Hughes, McMicken, Dovell, and Ramsey, which is still retained.

Mr. Hughes is a republican, but takes no more than a good citizen's interest in political matters. He has never sought office, though he has frequently been a delegate in county and state conventions. For nine years he was a member of the Seattle school board, in which position his experience as a teacher, as well as his knowledge of the law and his native ability, made his service of peculiar value. The city was growing rapidly, and its school affairs had not

been so systematically arranged as to make their management as easy, orderly, or efficient as it should have been; but Mr. Hughes devoted to the work enough of his time and attention to bring it into form and give the schools of Seattle the enviable reputation for efficiency that they now enjoy. During these years he was a member of the commission which revised the school laws of the state, and did a large part of the work in preparing a report that the legislature adopted substantially without change, giving the state a school code as complete and satisfactory in every way as that of any state in the Union. He was also a member of the executive committee of the Alaska-Yukon-Pacific Exposition in 1909.

When congress made provision for a second federal judge in the western district of Washington, in the spring of 1909, a number of lawyers were recommended to the president by the senators and members of congress from the state, but the president seemed in this, as in other judicial appointments, to have preferred to make a selection entirely his own. A member of the cabinet accordingly telegraphed Mr. Hughes, asking if he would accept the appointment if it were tendered him. After giving the matter respectful consideration he determined that he would not, and so replied. A few days later the president himself sent a telegram making a direct offer of the appointment, but Mr. Hughes again respectfully declined, preferring to continue in practice, although at his age it appeared probable that if he had accepted he might reasonably have expected, in time, to be promoted to the circuit bench.

Mr. Hughes is a member of the Rainier and nearly all the other clubs in Seattle. He was married, December 27, 1880, to Emma J. DeHart, and they have two children, Howard D. and Helen M. (Mrs. Somervell.)



Engraved by Chas. B. He

Francis W. Washburn S.
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FRANCIS W. CUSHMAN, who was first elected to congress in 1898 and subsequently five times reelected—a compliment not paid to any of his predecessors—was born in Brighton, Iowa, May 8, 1867. His father, Dr. Henry Cushman, traced his ancestry to the “Mayflower” party, one of whose members, Robert Cushman, preached the first Thanksgiving sermon to the little colony at Plymouth. His mother was Elizabeth Newell, whose great grandfather served for six years in the Revolutionary army, one of his brothers being killed while with Perry on Lake Erie in the War of 1812. A daughter of the Revolutionary soldier married Thomas Newell, who had been raised under the shelter of the fort at Pittsburg, afterward removing to the Western Reserve in Ohio; he also served in the War of 1812.

His mother helped him much with his studies, both while he was in the public schools in Iowa and later. He attended a Quaker academy at Pleasant Plains in Jefferson County for a time, but want of means prevented him from securing a college education. In boyhood he worked on a farm, as waterboy on a railroad train, and for a time as section hand on the railroad, by such labor earning a part of the money which maintained him at the academy. When sixteen years old he went with his brother to Wyoming, where for five years he worked, part of the time as a cowboy, part in a lumber camp, and part in teaching school. Meantime he studied law, and after leaving Wyoming he went to Nebraska, where he was admitted to practice in the supreme and district courts, remaining until 1891, when he came to Washington.

As soon as possible after his arrival Mr. Cushman opened a law office in Tacoma in association with his brother, Edward E. Cushman, now one of the United States district judges

for Alaska, and he continued to practice until elected to congress. From the beginning he took a keen interest in political affairs, speaking at public meetings for the candidates of his party in all elections, national, state, and municipal. He was also a delegate to conventions, and in one of the first that he attended—the city convention of 1894—attracted favorable attention. His delegation was the last on the roll, and long before the call was completed on the ballot for mayor the convention was stampeded and his candidate was defeated. As often happens in bodies of that kind, there were so many members anxious only to be on the winning side that a rush was made to the candidate whose supporters cheered loudest. But Cushman was not of that kind. The convention was in an uproar, but in the midst of the confusion he climbed on his chair and for a long time persistently demanded recognition from the presiding officer. When it was at last obtained and the excitement had so far subsided that he could be heard, he cast the vote of his delegation, consisting of himself and one other member, for the candidate they had come there to vote for, who was already beaten. This evidence of loyalty and sanity was received with a cheer, in which many joined who but a few moments before had been wildly shouting over the nomination, and was remembered by some who noted that this one man, a stranger to many present, did not easily abandon his candidate when a demonstration was raised for another and whose views were not changed by mere noise. Having cast his vote he cheerfully accepted the situation and heartily supported the ticket in the ensuing contest.

In the campaign of 1896 he was not a candidate for any office, but joined earnestly in the canvass, speaking in nearly every precinct and school district in his own county, and

in many places outside it. The vagaries of populism were popular at the time, for the country was still suffering from the business depression which followed the panic of 1893. The democrats had declared for the free coinage of silver, and some of their candidates openly advocated fiat money. Mr. Cushman boldly and forcefully combatted these theories. He carried a greenback and a silver certificate with him, and read the words printed on their faces to his audiences, demonstrating that they were not money but simply promises to pay money, and that their value for the uses of business depended solely on the ability of the government to redeem the pledges they carried. He contended that the panic had been caused by distrust of the government's ability to do that, resulting from an unwise revision of the tariff, and that the remedy would be found in a restoration of the Dingley tariff and the adoption of the gold standard. Many of his friends who knew what his ambition was thought this bold course very impolitic and strongly urged him to modify his views or at least urge them less radically, but he did not follow their counsel. He was not making a campaign for the sake of telling people what he thought they would be pleased to hear. Though as fond of applause as another, he would make no sacrifice of truth in order to secure it, and the outcome proved that he was pursuing the politic as well as the honest course. Wherever he spoke he was listened to with attention, and as the campaign advanced was invited more and more frequently to appear at the largest meetings held, and by the time it was ended he had spoken in nearly every county in the state.

Two years later, in 1898, he early let it be known that he would be a candidate for congress. There were other aspirants and able ones. The two democrats then represen-

ting the state had been elected by majorities of about thirteen thousand at the previous election. The prospect of success did not seem very encouraging, though business had improved and there was less general discontent than in the former campaign. He won the nomination after a fairly vigorous contest, and, as in 1896, made an active campaign, speaking in every county. The majority of thirteen thousand of the previous election was wiped out, and a republican majority of nearly three thousand substituted for it.

During his first two or three years in congress Mr. Cushman did not often claim the floor or attempt to make a long speech when he got it. He devoted himself earnestly to the general work that a congressman is expected to do, of which there is always an abundance, particularly for members representing new states. He once said in an address that his constituency was a most difficult one to represent, as the district comprised a whole state, its interests were varied, its people were occupied in many industries, and they were anxious that government should do for them, at the earliest possible moment, all that it was doing for the benefit of people in older states. The state was not divided into congressional districts, but the senators and representatives agreed among themselves that each should take special charge of matters arising in his own neighborhood and that all should work together and help each other as much as possible. Of this work Mr. Cushman always did his full share in the way of looking after pension claims and business of various sorts in the land office, patent office, post office, Indian office and other departmental bureaus and divisions; in furnishing information to the various committees, and advocating the measures introduced both in the house and senate while under consideration by the committees. There

is always a vast amount of service of this kind to be performed, particularly in a new state fronting on the coast, where fortifications, harbor improvements, lighthouses, surveys, and other aids to commerce are more and more pressingly in demand. But Mr. Cushman always attended to this vast variety of interests to the satisfaction of his constituents, and also found time to do so much for Alaska, which during the earlier years of his service was unrepresented, that he was often jokingly referred to as the member from Washington and delegate from Alaska.

It was not until 1902, near the close of his second term, that he made a speech on the floor of the house which attracted the attention of the country. This was on April 17, in committee of the whole house, the subject under consideration being a bill to provide for reciprocal trade relations with Cuba. The measure proposed a reduction of twenty per cent in the duty on raw sugar imported from Cuba, and Mr. Cushman opposed it, believing it would be unjust to the producers of both beet and cane sugar in the states, as well as unnecessary, not justified by any claims that the people of Cuba could have on the United States, and more beneficial to the sugar trust than anybody else. He contended that it was not favored by a majority even of the republican members, and that it could not have got before the house but for the unjust influence of a few leaders, aided by the rules of that body, which he proceeded to denounce in most vigorous language. These rules, he said, destroyed the equality of the members, and he for one would no longer endure the situation in silence. He would protest if he had to protest alone. When he was cheered for this declaration by the democrats, he replied; "Ah, my democratic friends may applaud, but remember while you are applauding that

this is practically the same set of rules you yourselves adopted when you were in power. With me this is not a political question as much as it is a patriotic question. These rules are un-republican; they are un-democratic; they are un-American." Proceeding, he said: "I will tell you, sir, all we have to do to regulate this matter is, not to put in so much time trying to get the speaker to recognize us, but to rise up in our dignity and our might and recognize ourselves." Still later he said: "When I contemplate the system now in vogue in this house, under and by the virtue of which no man can do anything unless the speaker of the house and the committee on rules are willing that he should—I say when I contemplate that system, it gives me a pain in my patriotism." During the course of the speech, which occupied nearly an hour in delivery, he contrasted the reciprocity proposed by Chairman Payne and Congressmen Grosvenor and Dalzell with that of Blaine, Harrison, and McKinley, and not at all favorably to the former. He so sharply criticised the course of Congressman Grosvenor that that venerable statesman showed some feeling in reply, and many of Mr. Cushman's friends, particularly those not familiar with the comity of the house, thought he had made a serious mistake and perhaps sacrificed some of the influence he had been so successfully building up. But this was very far from being the case. The house likes a good fighter, and even those most sharply attacked at times admire those by whom criticism is made, unless some feeling is shown. That Mr. Cushman lost nothing either in Mr. Grosvenor's estimation or that of the house was very clearly demonstrated two or three years later, when upon Mr. Grosvenor's retirement the members of the house, both republicans and democrats, united in presenting him a costly silver service, and

Mr. Cushman was unanimously chosen to make the presentation address. He afterward said that no compliment the members of the house had ever paid him pleased him so much.

After his reelection in 1900 his subsequent campaigns caused him but little anxiety and scarcely any effort. He was usually nominated by acclamation and elected by ever-increasing majorities. There being less need for campaign work on his own account in his own district, the congressional campaign committee called for and was readily given his assistance in doubtful districts in various parts of the Union. In the campaigns of 1904, 1906, and 1908, he made speeches in nearly every state from Maine to California. He also came to be in growing demand as an after-dinner speaker, particularly at banquets given by political clubs, like the Hamilton Club of Chicago, the Republican Club of the city of New York, and similar clubs in Boston and most of the other principal cities. It often happened that his addresses on these occasions were printed in full in the newspaper and other reports of the entertainments.

In April, 1906, and again in June of the same year, he delivered speeches of considerable length in the house. The first was on the bill making appropriations for the department of agriculture and the second on an act amending the tariff law, but both were political speeches. The latter was one of the longest he had up to that time made, and evidenced careful preparation. In it he presented statistical tables compiled from the reports of the director of the mint, showing the production of gold and the other precious metals for a series of years. These he offered in answer to the claim of the democrats that the prosperity which had followed the beginning of Mr. McKinley's administration

had been caused by an increase in the gold supply, whereas the figures showed that the increased production of gold in the United States in the years 1892 to 1897 inclusive had been seventy-three per cent, while the increase in the years from 1898 to 1903 had been only twenty-four per cent. He did not claim, he said, that the chart proved anything, but he did claim that it disproved "utterly and totally those loose harangues that in the last ten years have been made by the reckless or untruthful, and dedicated to the unthinking, to the effect that the recent prosperity of this nation has been occasioned by the tremendous and unprecedented increase in the production of gold in the United States." "The man don't live," said he, "who can look that chart in the face and honestly deny the logic of what I say." When interrupted by another member, who inquired if he had included the gold product of other nations in his chart, he retorted that he had not done so out of special consideration for the democratic party, which had been proclaiming to everybody that the United States was absolutely independent and might adopt and maintain a financial system of its own, without the aid or consent of any other nation on earth.

During his first term in congress Mr. Cushman was assigned to one of the minor committees, as is the fate of all new congressmen, but at the beginning of his third term he was promoted to the committee on interstate and foreign commerce, of which Mr. Hepburn was chairman, and he was a member of that committee when the famous Hepburn bill was formed and enacted into law. In March, 1909, a vacancy occurred in the committee on ways and means, the most important of all the committees of the house, and the place was given to Mr. Cushman, an honor which had rarely been won by any member from the coast states. The

committee had nearly completed its work on the tariff bill of that year when he received this assignment, and as the Payne bill (as it was called) provided for a reduction of the duties on lumber, coal, and hides, three of the principal products of his district, Mr. Cushman took the floor in committee of the whole when the bill was under consideration to make the greatest speech of his life in opposition to the reductions. His speech was made on March 29, and occupied more than three hours in its delivery, Mr. Cushman being given, by unanimous consent, all the time he required. During the three hours he was frequently interrupted by questions from the opposition, most of which he answered with telling effect, and those that he could not answer at the moment he so successfully parried as to win applause. In this, as in his other tariff speeches, he declared that he was "for protection without any qualifying adjectives." He not only asked that the industries which he represented should be protected, so far as they needed protection, but declared his willingness to vote, as he always had voted, for protection for all industries, whether represented in his district or not. He had evidently made very careful preparation for the speech, for he presented numerous tables showing, first, the industries of his district and the protection that the bill proposed to give them, and second, the industries of other regions which his own industries patronized and the protection given them. For example, it was proposed to lower the duty on lumber by one-half, while the duties on saws, sawmill machinery, engines, boilers, and everything else that the mills must purchase and use were kept at high rates. He gave the amount of this kind of material that the mills in Washington bought, and to the surprise of representatives from the interior states, like Iowa, Nebraska, and

Minnesota, some of whose representatives were demanding reduced duties in the interest of the consumer, he showed that his own state, although a large producer of food products, still bought more than forty-seven million dollars worth of such products annually from these interior states. He had provided himself with a vast amount of statistical information of this sort, which he read during his remarks, and he presented advertisements from newspapers printed in the interior states, showing that their products were buying more lumber under the high tariff than they had bought under the low tariff. Some of the advertisements were illustrated, and the illustrations served his purpose quite as well as they had served those of the advertiser. He quoted also from advertisements published in his own state, demonstrating that labor was in demand at high wages when the tariff was high, where it had gone begging for the employment without finding it when the tariff was low. And finally he had exhibited two photographs, one showing a lumber mill at Aberdeen, Washington, surrounded by the American workmen employed in it, and another a mill on the Fraser River, just across the line in British Columbia, surrounded by a multitude of Hindus who were the employees there.

It is probable that the severe labor involved in making preparation for this speech, and the hard work that he did while the bill was under consideration in the house and senate, hastened his death. He was never very rugged physically. During the months of March, April, and May of 1909 his strength failed gradually, although not rapidly. In July he went to New York on business, intending to stay only a few days. He was so feeble that a friend induced him to go the Roosevelt Hospital for examination, and treatment

if it should seem necessary. An abscess seemed to be forming on his neck that required attention. He was advised to remain at the hospital until it could be treated, and decided to do so. A day or two later pneumonia intervened, which caused his death.

Mr. Cushman never sought to change from the house to the senate, although his availability as a senatorial candidate was often discussed by his friends and others. After Wesley L. Jones, who had been his colleague in the house from the beginning, had been transferred to the senate, his own promotion was discussed more generally, and seemingly with more favor by prominent men in the party. But after his assignment to the ways and means committee many who knew the value of that assignment believed he would be more useful in the house than he possibly could be in the senate, and Mr. Cushman was of the same opinion. Scarcely more than a month before he died he discussed the matter fully and frankly with a friend who was then in Washington and who was probably among the last of his constituents who saw him alive. He was gratified to know that the people of Washington were favorably inclined to his promotion, but seemed rather to wish that they might more fully appreciate the value of his present position to them as well as to himself; and doubtless if he had lived he would have preferred to remain where he was than go to the senate, even if he could have secured an election without much effort. He had succeeded in the house and was peculiarly fitted to succeed there; this he knew, and he hoped that his constituents would in time appreciate it as fully as he did, if they did not already do so.

Mr. Cushman was a very entertaining as well as a forceful public speaker. He had a fund of good stories which he

knew how to use with effect to enforce his arguments, and he also had a happy faculty of forming striking sentences that expressed much and fixed the attention of his hearers. Some of these are worth remembering.

"I am a protectionist without any qualifying adjectives."

"All the law that was ever spread in the statute books, from the days of Moses to the days of Theodore, never created one loaf of bread."

"We have learned by sad experience that every time the democratic party readjusts the tariff the American people are forced to readjust their appetites."

"I am a high protectionist. To justify this I have but to plant the feet of my faith on the pages of my country's history."

"When by hostile legislation you put the producer out of business you put the consumer in a public soup house."

"When you and I speak of a leader, we mean a man who not only goes in advance, but advances in the right direction."

"William McKinley, in his lifetime, never advocated a brand of reciprocity that raised its banner above the coffin of an American industry."

"A tariff tried by time and tested by events."

"I have never believed in floating the flag of my country or the banner of my party at half-mast."

"Any man is liable to make mistakes, who is alive."

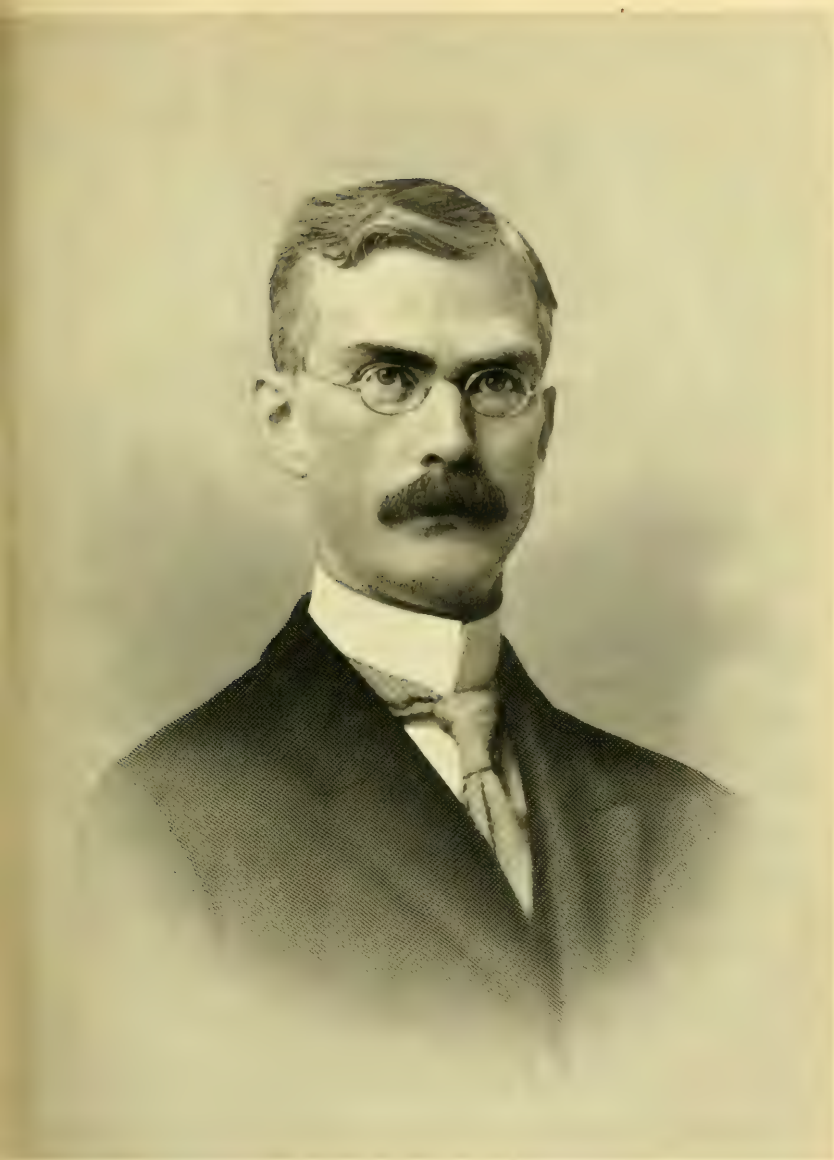
"Your theoretical statesman is always and eternally looking at the industrial universe through a gimlet hole."

"I don't need to have my faith half-soled."

"Nothing in this world is dear at any price if you can procure it with financial ease; nothing is cheap at any price if you haven't got the money to get it."

"I thank God that my republicanism is a little deeper than my selfishness."

Mr. Cushman was married, October 31, 1897, to May E. Pringle, of Brighton, Iowa. He was a thirty-second degree Mason, a noble of the Mystic Shrine, and also a member of the Benevolent and Protective Order of Elks.



George Donworth

GEORGE DONWORTH, United States district judge for the western district of Washington, was born in Machias, Maine, November 26, 1861, and came to Washington in January, 1888. He is the son of P. E. Donworth, a native of Ireland, who was engaged in business at Machias for more than forty years as a merchant, lumber manufacturer, and ship owner. His mother's maiden name was Mary Eliza Baker; she was of puritan ancestry, being a lineal descendant of Richard Baker, who came from England to Dorchester, Massachusetts, in 1645.

George Donworth was educated in the common schools and at the high school in Machias, and graduated from Georgetown College, District of Columbia, with the class of 1881. He then studied law, was admitted to the bar at Houlton, Maine, in 1883, began the practice of his profession at Fort Fairfield, Maine, and continued there until January, 1888.

Upon coming to Washington he located in Seattle, where he practiced alone for the first eighteen months and then formed a partnership with George H. Preston and R. B. Albertson, the firm being Preston, Albertson, and Donworth. This firm was dissolved in 1892, when Mr. Donworth was elected corporation counsel for the city. At the end of his two years' term in that office he formed a partnership with James B. Howe, and in 1899 Samuel H. Piles, who later became United States senator, joined the firm and it took the name of Piles, Donworth, and Howe. In 1907 Mr. Donworth retired from this firm and made a trip to Europe. After his return he was elected a member of the school board of Seattle.

In 1890, before his election as corporation counsel, he was chosen a member of the first commission to form a

charter for the city of Seattle. He was president of the State Bar Association in 1899, and was for several years president of the Washington Society of the Sons of the Revolution, both of his maternal great-grandfathers having served in the American army during that war. He was appointed United States district judge in May, 1909.

Judge Donworth married, August 22, 1889, Emma Laura Tenney, of Houlton, Maine. They have three children: Charles Tenney, Robert Baker, and Mary. He is a member of the Rainier and University clubs of Seattle and the Union Club of Tacoma.

CHARLES SUMNER FOGG was born at or near the town of Stetson, Maine, October 1, 1851. He was the son of Simon and Hannah (Witherel) Fogg, both of whom were natives of Maine. The family traces its origin to three brothers who emigrated from Wales some time about the beginning of the American Revolution, probably in the year 1775. He received his early education in the excellent public schools of his native state. When he was sixteen the family removed to Iowa and settled near Panora in Guthrie County, where they remained only a few years and then returned to their old home. While in Iowa, Charles S. attended school for a time and taught a term or two, and after his return to Maine he went to the East Maine Conference Seminary at Bucksport. In 1870 he came back to Panora and for about a year studied law in the office of his brother, Edward R. Fogg, after which he went to Iowa City and studied for the same period in the law school of the Iowa State University. This completed his education so far as schools were concerned. He was admitted to the bar on November 28, 1871, and in the following January



Charles S. Fogg

began to practice at Panora. Meantime his brother Edward had removed to Stuart, a neighboring and larger town, and a year later Mr. Fogg formed a partnership with him and established himself in that place. This association lasted until 1874. In 1881 the firm of Fogg and Neal was formed, which continued until he came to Washington in 1889. Besides being a member of the bar in Iowa, Mr. Fogg was admitted to the bar of Nebraska (February 23, 1889), to the bar of the supreme court of Iowa, to the supreme court of the state of Washington (February 3, 1892), to the circuit court of appeals for the ninth circuit (October 10, 1892), and to the supreme court of the United States (December 24, 1899).

He was successful in his practice from the start. A student by nature, he applied himself to his work with zeal and untiring patience. Clients came more rapidly than he could attend to their business with proper regard for his health. In those days lawyers in that part of Iowa followed the circuit, as they did in Illinois in Abraham Lincoln's time, and in a short while after he began practice he had cases in every county in the circuit. In the course of a few years he was employed in nearly every case of importance on the circuit, and as some of them, as was inevitable, were appealed, he followed them to the supreme court. In all this practice he was more than ordinarily successful, and litigants came to feel that if they could secure the services of Charley Fogg they were sure to win, whereas if they did not secure him they were equally sure to lose.

Two terms of court were held in each county each year, which required a vast amount of work, not only in the trial but in the preparation of his cases. It also required that he should be away from home a large part of the time.

Never robust of physique or overstocked with strength, he would return from the circuit at the end of each term nearly worn out. But the pressure of business was such that he would take little or no time to recuperate. One term was scarcely finished when the preparation for the next began. After a few years the condition of his health had become so precarious as to cause his friends, and particularly his family, a great deal of anxiety. His physician warned him that he was overtaxing his strength, and that there could be but one result if he persisted in applying himself to business as closely as he was then doing, but for a time the caution was unheeded. He was succeeding, and the temptation to pursue his success to the utmost was strong upon him. He had been mayor of Stuart one term, was vice-president and one of the principal stockholders in the First National Bank, and had one of the finest homes in the place. Two years after he commenced practice, on August 20, 1873, he had been married to Miss Delia Iowa Seydel, and now he had a family of four promising sons and one daughter. The world seemed bright and fair to him in all respects save his lack of physical strength to do all he had appointed to do and wished to do. That strength was the only thing, apparently, that he could not command. Finally his physician announced that he feared his health was permanently broken. "The hand of death is already upon you. Put your house in order." But even this admonition did not produce the wished-for result. It was, however, sufficient to bring about a change. Less new business was undertaken. The mere drudgery of a lawyer's office was avoided when possible. The business of the older and most valued clients was looked after, however, with the same care and attention and the same success as before. This continued until

November, 1889, when, feeling that he could afford to retire from business if need be, and in the hope of finding health and revived strength in a new home and a milder climate, he removed to Tacoma.

His intention was not to get into the legal harness again, at least not until he knew that his health was permanently restored, if he could ever know that. He had more than sufficient means to enable him to live in entire comfort without again burdening himself with the cares of a law office. By investing his means prudently and with good judgment he might reasonably hope to greatly increase them. But he could not accustom himself to live in idleness. He needed employment for the sake of employment, if for no other reason. In addition, he was not satisfied with one or two of the investments he first made. Profits from them seemed likely to be slow if they ever were realized at all, and it had never been his habit to stand losses. He therefore easily persuaded himself to resume his law business. In the course of a few months he formed a partnership with W. H. Doolittle under the style of Doolittle and Fogg, which continued until long after Mr. Doolittle was elected to congress. After that event all the business of the firm fell upon him, and it went on increasing even during the panic years from 1893 to 1897. His brother George, who had long resided in Quincy, Illinois, came to Tacoma and took part of the work of the office off his shoulders, and his oldest son, Fred S., after graduation from the Harvard Law School, also came into the firm. At the time of his retirement from the office, March 20, 1903, his practice was undoubtedly the most profitable in Tacoma and one of the most profitable in the state.

For several weeks before he quit work it was apparent to his friends, as well as to his family, that he must do so or die. Asthma had fixed its clutch on his throat, and he could not shake it off. He would not be persuaded to give up work, however, as long as it was possible to go on with it. He always had just one or two matters that he alone could attend to. As he had undertaken them, it was his duty to see them finished. His last work was to prepare a case for trial in the federal court, which he persisted in believing he would yet be able to try. When the day for trial came he could not leave his house, and he was compelled to place the matter in other hands. For more than four years previously he had given himself up to the struggle with his malady, but the contest was hopeless. He had allowed the enemy to get too much the advantage of him. His strength was gone. Rest no longer refreshed, nor did food strengthen him. He sought relief in change of climate, in California, in Colorado, and in central Washington, and while at times he seemed to be benefited and to take hope, he would find at last that he had gained nothing but was steadily losing ground. In the losing fight, however, he never lost courage, or if he did none knew it but himself. Even when he had grown so weak as to require the constant attentions of a nurse he remained cheerful and entirely composed. To the one or two of his most intimate friends who saw him during his last days he spoke of himself and his condition as calmly as he would have talked of any other matter. Though not a member of any church, he seemed to have that faith that enables one to say, in the midst of even the greatest discouragements, and even in the presence of death itself, "God lives and all is well."

Had Charles S. Fogg enjoyed health and strength in proportion to his intellectual abilities, he would undoubtedly have attained a foremost position at the bar, not only of the state but of the nation. He was by nature a student, and by habit a student of the law. Though fond of books, he was fonder of law-books than of any other. His recreation was in reading works on the philosophy of the law, and in which the great principles of the profession are discussed and analyzed. He was not a case lawyer, as lawyers understand that term, and when he had occasion to refer to a decision in the preparation of his cases, or when they were quoted by his opponents, his own learning or instinct enabled him to subject each one to the test and determine which would and which would not stand the supreme trial of final analysis. No lawyer exceeded him in the patience and industry with which he prepared himself for trial. None, certainly in this state, had read more generally, more carefully, or to better purpose. He had not simply remembered facts or theories. His memory was not an index of the books he had read—he had not only read them, he had reflected on what they contained. Montaigne says, in one of his essays: "I prefer to fashion my mind, rather than to furnish it," and it was so with Mr. Fogg. His mind was naturally analytic. He was not willing to accept as true something that someone else said was true, no matter how much confidence he may have had in him. He had fashioned his mind to make use of everything useful that came to it, to digest and absorb it, not merely to file it away for future reference.

So it was that few excelled him in the readiness with which he would meet some surprise in the trial of a cause, or the skill with which he parried it if needful to do so. He was particularly skillful in the cross-examination of witnesses,

whom he often surprised by subjecting them to but few questions, but these few brought out exactly the statements he wanted. When he had succeeded in this he made the witness no further trouble. He relied upon the evidence in his cases, and the manner of presenting it, to win them for him. In summing up he was careful to review the whole matter thoroughly and logically but without attempt at artificial effect. He addressed himself to the court or the jury, as the case might be, and not at all to the other people in the court room who had nothing to do with the trial. In his earlier years he tried a good many criminal cases, but in his later life, and particularly after coming to Tacoma, he gave his attention wholly to civil matters.

After he came to Washington he was a recognized force in it, and a very potent one. During the panic years he never lost faith in Tacoma or the country. When others abandoned hope he took renewed courage; when they hesitated he went forward. If mistakes were made he did not stop to bewail them, but when possible began to take measures to repair them. He accordingly made rallying points where those with less confidence might halt to take new hope. He was a tower of strength to every enterprise to which he gave his countenance, and he was usually among the first to encourage many useful public undertakings. No community ever had a more useful or more honorable citizen.

Mr. Fogg was a democrat in politics, though usually taking no more interest in political matters than is required of one who regards and respects the obligations of citizenship. As above stated, he was once mayor of his home town in Iowa, and once, in 1887, was the candidate of his party for judge of the supreme court.



Watson Esquire

He was a member of the Union Club and Chamber of Commerce in Tacoma, and of all the Masonic bodies, having taken all the degrees of both rites up to the thirty-second. He was also a member of the Mystic Shrine, and was once potentate of Affifi Temple, having been elected from the floor and in his absence, an honor rarely conferred.

He was survived by his widow and four sons, Fred S., Horace, Frank, and Edward. The only daughter in the family died when about five years of age.

WATSON C. SQUIRE.—In the annals of the public service of the territory and state of Washington, and of the creation of the state from the territory in 1889, no name is more prominent, or more deservedly so, than that of Watson C. Squire, one of the few men from Washington who have become national characters in the largest sense of the word, and one who gave to the state its earliest prestige at the national capital. Known in his home state as one of its territorial governors, one of its first senators, the only United States senator from his state who has ever been reelected, and the man who secured some of the largest government works for the state, Senator Squire is equally well known and remembered at the national capital as a statesman of broad abilities, the father of all coast defense legislation in this country, and a courteous and lovable companion whose friendship was prized by the ablest men in national affairs. His services to the nation began before the foundation of Washington Territory or his first visit to the far west in 1879, and the earlier years of his career are filled with interesting and stirring events, approaching in importance his later work as governor and senator.

Watson Carvosso Squire was born at Cape Vincent, Jefferson County, New York, May 18, 1838. His father was Reverend Orra Squire, a Methodist Episcopal clergyman, and his mother Erretta Wheeler, both of them natives of New York State, but descended from old New England families of pre-Revolutionary days. His maternal grandfather, Ebenezer Wheeler, was an American officer in the War of 1812. Young Squire grew up and attended public schools in Oswego County until he was nearly twelve years of age, when he entered Falley Seminary at Fulton, New York, and studied there intermittently for five years, afterward spending a year at Fairfield Seminary in Herkimer County. His education followed the lines adopted for most boys at that period, when a solid founding in Latin, Greek, and mathematics was the primary essential of academic learning.

From the Herkimer County institution, Squire went to Wesleyan University at Middletown, Connecticut, where he was graduated in 1859. He has always felt a lively interest in this institution, and for thirty-four consecutive years has been a trustee of the university. After leaving college he read law in Herkimer, and later was made principal of the Moravia Institute at Moravia.

This was his situation when the Civil War broke out in April, 1861. Squire took an active interest in the events which led up to the war, in the meetings held in his home town to encourage enlistment, and was himself the first man to enlist in Company F, 19th Regiment, New York volunteers. Elected captain of the company, he refused to accept and successfully urged the selection of an older man, himself becoming first lieutenant and serving in the first six months of the conflict in Maryland and in Virginia, also in Washington,

D. C. With an honorable discharge in his pocket he then went west to Cleveland, Ohio, and settled down to become a lawyer, believing, with the great majority of the people of the north, that the war was practically at an end. In 1862 he had just been admitted to the bar in Cleveland when there came another call for troops, and Squire promptly responded.

Organizing an independent company of sharp-shooters of which he was elected captain, he joined General W. S. Rosecrans with the army of the Cumberland in Tennessee. The company which he had organized saw continuous active service until the close of the war, and as the result of exceptionally meritorious services in the field it was selected and served as headquarters guard with General Sherman on his march to the sea. Squire, after a period of service with his company and later at head of the battalion of sharp-shooters, was made trial judge-advocate of the department court under General Thomas. Later he became judge-advocate of the military district of Nashville, middle Tennessee, and northern Georgia and Alabama, on the staff of General Rousseau. He was the reviewing officer of all military courts in the district, passing upon all findings and sentences and supervising the work of twenty-one separate courts. Twenty-seven hundred cases came under his attention, a record which received special mention from the judge-advocate-general. At the same time he took active part in the big battles of Chickamauga, Missionary Ridge, Resaca, and Nashville; and when he was mustered out of the service at the close of the war, August 10, 1865, he was breveted colonel by Secretary of War Stanton in recognition of gallant services.

Judge-Advocate-General Dunn complimented Colonel Squire in a special letter acknowledging his services, and the

company of Ohio sharp-shooters were remembered by General Sherman, who, in a letter to each officer and private soldier in this command, attributed to them his own personal safety in the long and arduous campaigns. Colonel Squire's name appears on the battle monuments at Chickamauga and Missionary Ridge.

Leaving the army, Colonel Squire went to Ilion, New York, to accept a position with the Remington Arms Company, of which he became in course of time secretary, treasurer, and manager. His work there brought him in touch with many foreign powers, and, with his military experience, he became widely known as an authority on fire-arms. He made sales of arms to France, Spain, Denmark, Sweden, Egypt, Mexico, and other foreign governments, and did much to establish the world-wide reputation of American-made arms. During his services with the Remington Company, the typewriter was invented, and Colonel Squire signed the first contract ever made for the manufacture of these machines, laying the foundation of the industry.

On December 23, 1868, Colonel Squire was married to Miss Ida Remington, granddaughter of the founder of the Remington Arms Company. They have today four children, two sons, Remington Squire and Shirley Squire, living in Seattle, and two daughters—Aidine, the wife of Arthur V. White of Toronto, and Marjorie Squire (Miss) of Seattle.

In 1870, when the Franco-Prussian War broke out, the Remington Company became the agents of the French government for supplying arms and ammunition, and dispatched twenty ship-loads of war material during the eight months that followed. Colonel Squire had charge of this immense business, handling, principally through the

Rothschilds and Morgan & Co. of London, fourteen million dollars of gold. In company with Mr. Remington he paid a visit to Paris, where they were invited to meet the grand committee on contracts at Versailles and were tendered the thanks of France by the Duke d'Audifret Pasquier, president of the grand committee of sixty members. They were also received with marked favor by M. Leon Gambetta, the leading statesman of the republic at that time.

A few years later Mr. Squire made another trip abroad, spending two years in England, Germany, Switzerland, Russia, Sweden, France, Italy, Spain, Turkey, and Greece.

During this period he made many friends abroad and became familiar with the life and art of the capitals of Europe, as well as gaining an insight into international politics, which was of highest value to him in later years. Of military affairs he was a keen student, and it was in Europe that he first conceived the plan of coast defence system which he afterward became so signally successful in furthering in the United States. From his European trip, Colonel Squire returned to spend a winter in the City of Mexico, where he lived on terms of business and personal friendship with President Porfiro Diaz and the members of his cabinet. It was not until May, 1879, that he made his first trip to the western portion of this country, visiting San Francisco on business and then coming north to Washington Territory.

Three years previously Colonel Squire's attention had been attracted to the Puget Sound country, which was just at the beginning of its development, and at that time he had made a small investment in Seattle real estate. His trip in 1879 revealed a new territory just recovering from the effects of the panic in 1873 and its ensuing years of depression, but full of hopeful, progressive pioneers, who looked

for great things with the revival of construction work on the Northern Pacific Railroad. Colonel Squire foresaw even more clearly than most of the early settlers the immense wealth which the Puget Sound country would produce when developed with transportation facilities, and decided that it would be his future home.

In 1880, Henry Villard, who had obtained options on the property of the Oregon Steamship Navigation Company, and had conceived the building of the Oregon Railroad and Navigation Company line along the south bank of the Columbia from Portland to Wallula, brought westward a party of eastern capitalists whom he sought to interest in the venture, including William Endicott of Boston, George M. Pullman, Marshall Field, and Mr. Doane of Chicago. Colonel Squire was asked to join this party and with them traveled through the northwest, visiting Walla Walla, Dayton, Portland, and Seattle, and continuing down the coast to San Francisco. The Oregon Railroad and Navigation Company line was constructed, and Colonel Squire induced Villard to purchase the narrow gauge line from Seattle to Newcastle, now the Columbia and Puget Sound, and the coal mines at Newcastle. From these purchases the Oregon Improvement Company was formed, controlling coal mines, railroads, and ocean vessels, which played a large part in the early development and growth of the northwest. The railroad line to the coal mines was known as the Seattle and Walla Walla Railroad, and was at that time expected to build across the mountains to connect with the Northern Pacific, which did not cross the Cascades until eight years later.

It was not until 1883 that Portland was connected with the east by rail via the Northern Pacific, and then only when

Villard extended the Northern Pacific to Walla Walla to connect with the O. R. & N. This move seemed to leave Seattle hopelessly out of competition with Portland, and indeed things were quiet enough on Puget Sound for a few years, but Colonel Squire's faith in the country he had chosen for his home was unshaken, and he kept steadily at work developing his interests, building in the city and improving farm lands which he acquired in the White River valley, and, more particularly, in the Black River valley. And if a man who had played such a prominent part in world affairs felt rather isolated during those early years in the northwest, he was to be rewarded by greater honors in later years, when the territory came into its own. In 1890 he was the largest tax-payer in King County.

Always interested in public affairs, Colonel Squire had been a republican state central committeeman in New York, had attended many conventions, and knew intimately the leading statesmen and politicians of the time, Grant, Conkling, Garfield, Arthur, and men of their stamp. Theodore Roosevelt he knew as a young man just coming into notice in New York State. He had been with Garfield in the army, having received orders from him at Chickamauga in person, Garfield being chief of staff of the army of the Cumberland under Rosecrans. As Colonel Squire made frequent trips to the east, these friendships were kept up despite his residence in the seemingly far away northwest. In his home territory he took an active interest in all public affairs and formed many friendships. So great was his local influence, coupled with his friendships in the east, that in 1884 President Arthur offered him the appointment of governor of the territory, a place which Colonel Squire accepted and occupied

for three years, being retained in office for over two years by President Cleveland after he had offered his resignation.

The days of Governor Squire's tenure of office as chief executive of Washington Territory were days when history was made rapidly in the great northwest, and the tasks which confronted him in the development of the territory were manifold. His reports to the secretary of the interior reflect clearly the conditions which he met, and his lucid and systematic reports of the great opportunities of Washington had large influence in bringing home-makers westward. His earlier experiences enabled him to establish many branches of the territorial government on a practical basis. New buildings were erected for the public institutions, such as the penitentiary at Walla Walla, the insane hospital at Steilacoom, and the school for defective youth at Vancouver. The territorial university was greatly improved and the militia put on a practical footing, while a system of coal mine inspection was inaugurated. To the secretary of the interior and to congress Governor Squire recommended that Washington be made a state at the earliest opportunity, but this was not done until 1889. With the territory in its formative period, Governor Squire's advice and recommendations to the legislature proved invaluable in drafting substantial laws which would outlast the changes that were bound to occur with the increase of wealth and population. A great deal of the legislation enacted during his term has remained on the statute books of the state until the present time.

But one untoward incident marked Governor Squire's term as territorial executive—the anti-Chinese riots in the fall of 1886. The presence of Chinese in considerable numbers and the continued accessions to their colonies through the operation of smugglers, in defiance of the loosely drawn

exclusion acts then in force, were strongly resented by certain elements of the white population. With prejudices inflamed to harsh action, a movement was begun to forcibly drive all the Chinese from the territory. The agitation resulted in many Chinese voluntarily leaving for Portland and San Francisco, but feeling ran so high that finally on November 3d the citizens of Tacoma drove all of the Chinese out of the town, while in riots at coal mines in King County several Chinese were killed. Governor Squire at first accepted the word of the sheriffs of the two counties, whom he had ordered to swear in a sufficient number of deputies to maintain order, that they could handle the situation. He also issued two proclamations and called out the national guard, but was finally compelled to declare martial law, which latter action was approved by President Cleveland, and made numerous arrests of rioters. His firm stand quickly put an end to a delicate situation which had assumed international aspect. His later reports to the government, embodying a complete list of the losses of the Chinese, prepared at the request of the state department, evoked the thanks of the department and of the Chinese authorities.

Governor Squire's last recommendations in his final report to the secretary of the interior were for:

1. The admission of Washington into the Union.
2. The forfeiture of unearned railway land grants.
3. The enforcement of the "Chinese Restriction Act."
4. The transfer to Washington Territory of the northern counties of Idaho.
5. The improvement of the Columbia River and other navigable waters.
6. A readjustment of Indian reservations.

7. Speedy settlement of all questions relating to public lands.

The last-named problem is still in course of settlement today. The improvement of the Columbia River is still going on. The readjustment of the Indian reservations has not been entirely perfected. The closing recommendations of Governor Squire's administration illustrate clearly his keen insight into the future needs of Washington.

Retiring from the executive chair in 1887, Governor Squire turned his attention to his growing interests in and around Seattle, but lost none of his interest in public affairs. The desire of the territory to be admitted to statehood was the paramount issue of the day, and Governor Squire was chosen to preside over the statehood convention which was called at Ellensburg and which by its urgent memorials and resolutions, and the convincing arguments advanced, hastened the action taken by congress in 1889, admitting Washington to the Union, at the same time that North and South Dakota were admitted. Immediately upon the president's signing the bill of admission, elections were called and at the session of the first legislature Watson C. Squire was chosen one of the senators from the state of Washington. There being six new members of the senate elected from the three new states, it was necessary to decide by lot which should serve for six year terms, which for four years, and which for two years. Senator Squire drew a two-year term, but at its expiration was reelected for another full term, serving altogether eight years in the senate. He is the only United States senator from Washington who has ever been honored by reelection.

The arrival of new senators from a newly created state at the national capital was not an event to cause any extensive

comment. The custom of regarding newcomers in the upper house of congress as persons of small importance was one cherished by members of long standing. This condition at the capital was in no way reflected in Senator Squire's home state, where he was expected to be the chief means of securing no end of much needed improvements at the hands of the government, which in the nature of things had found it impossible to keep up with the needs and wants of a growing territory. Much was expected of the new senator by his constituents; little was at first conceded by his older fellow-senators. How successful he was in meeting this condition is shown by his record of accomplishments, for not only was his period in congress marked by immense government improvements in Washington and Alaska, but he did not confine his time, like so many members of congress, to looking after the needs of the section he represented. Senator Squire took a prominent part in all matters of national welfare, the national defences, the tariff and currency questions, the Chinese problem, the Alaskan boundary, and in other leading questions of the day. He was known as a tireless committee worker and a gifted orator on the floor of the senate, as well as a keen impromptu debater.

With his colleague, Senator John B. Allen, who came from eastern Washington, Senator Squire agreed that they would each work for all needed improvements in the state, but would take care of the details of affairs, each for his own section. Almost the first benefit which he was able to obtain for his state was the appropriation for building the naval station and dry-dock at Bremerton, which had already been recommended by two separate boards of naval officers, but not acted upon by congress. In fact it was Senator Squire who first obtained recognition of Puget Sound as one of the

great harbors of the United States, entitled to just as much attention in respect to light houses, coast defences, revenue cutter and customs service, life saving protection, and aids to navigation as any of the other great seaports which the government had been improving for years. In one session he secured an increase of the rivers and harbors appropriation for the state from \$103,350 to \$168,470.92, and at the following session of congress increased the amount to \$225,000.

Not all of this was spent on Puget Sound. Senator Squire was a strong friend of improvements, especially river improvements, and the Columbia, Snake, Okanogan, Chehalis, and Cowlitz rivers secured shares of the appropriations. Other funds were used to improve the harbors of Everett and Olympia, as well as Gray's Harbor and Willapa Harbor, in southwestern Washington.

At the same time the project of building a ship canal from Puget Sound into Lake Washington at Seattle was being urged by the business interests of Puget Sound. Senator Squire lent his earnest aid to this project and secured two preliminary appropriations of \$10,000 and \$25,000, and later \$150,000, with which actual construction was begun. These were the only appropriations secured for construction on the canal until 1910. Had Senator Squire remained longer in the public service, many friends of the canal believe it might have been an accomplished fact years ago.

Among other measures of greatest importance to the state first brought to the attention of congress by Senator Squire, were these:

To provide for tests of American timbers with a view particularly to establish the superior qualities of the timber of his own state.

For the creation of a national park and forest reserve, including Mt. Rainier.

For a relief light vessel for the Pacific coast.

To regulate the time and places of holding United States courts in the state of Washington.

To grant jurisdiction in cases relating to land entries.

To ratify agreements with certain Indian tribes.

For the relief of purchasers of lands in railroad land grants.

For the erection of a statue to General U. S. Grant.

For public buildings at Seattle, Tacoma, Spokane, and Walla Walla.

Granting five per cent of public land sales to the state of Washington.

That Senator Squire did not remain longer in the senate was due to the free-silver populistic wave which swept over the northwest and carried the state of Washington, costing her the services of her most efficient public servant. While he was in the senate, Squire not only obtained more for the state than any other senator, before or after him, but did so without the usual assistance of colleagues from the state. A deadlock in the Washington legislature, continuing for over three years, left Senator Squire alone in the senate during this entire period. The single representative whom the state was then allowed did not carry the unusual influence in the lower house that Squire did in the senate, and time after time the latter was able to materially increase in the senate appropriations which had been secured for this state in the house. On the other hand, many bills benefiting the state which Senator Squire had gotten safely through lost their lives in the lower house.

These successful activities of the Washington senator in relation to affairs in his home state, while they won the

united thanks and support of the people of the northwest, did less to make Senator Squire a well-known national character and establish his position as a statesman of international ability than his efforts in behalf of the coast defenses of the nation. His foreign travel and military training and experience in the handling of arms and ammunition made him probably the best informed man in the senate during his service there on the subject of the national defense. Upon entering the senate he found the coast defense plans in a chaotic state, with a few military men urging such needed work, but gaining very little sympathy. Members of congress were as a rule unfamiliar with the entire coast defense plan, little had been done, and it seemed impossible to gain united action on any comprehensive plan.

In the fifty-second congress, Senator Squire was made chairman of the committee on coast defenses, having been a member of the committee at his first session. He promptly took hold of the recommendations of army engineers which had previously attracted little attention, and began planning the legislation which resulted in the present system of defenses of the great harbors of the nation. At a single session he increased the coast defense appropriation and authorizations of contracts from \$600,000 to \$11,500,000, and thereafter laid the foundation for yearly appropriations which will amount in the aggregate to about one hundred and twenty five million.

In the fifty-third congress the republicans were in a minority, and Senator Squire was removed from his chairmanship but retained on the coast defense committee. Again in the fifty-fourth congress he was made chairman, and there continued his great work for the national defense. At the conclusion of his term the work of building great fortifica-

tions for the harbors of both coasts had become so well understood and appreciated and was so far under way that there has never since been any question of the value and necessity of the vast projects which Senator Squire first pressed upon the congressional attention. Puget Sound shared in the benefits of this work, and from a totally unfortified harbor has become one of the best protected in the nation.

Not alone in coast defenses was Senator Squire interested, but in every phase of military and naval legislation. He initiated the legislation for the rating of naval engineers as officers of rank, and his work for the engineers of the merchant marine resulted in his election to honorary membership in the Society of Marine Engineers. His efforts were largely instrumental in increasing the revenue cutter service and putting it on a useful basis, especially in western and northern waters, and he secured for the Moran Company of Seattle the first contract for constructing torpedo boats ever let in the northwest. Among his favorite projects was the establishment of a gun factory on the Pacific coast, for which he put forth numerous efforts.

The territory of Alaska came in for much of Senator Squire's attention. No one realized earlier than he the immense undeveloped wealth of that then unexplored north-land empire. He was instrumental in securing the survey of the Alaskan boundary and the settlement of the dispute with Canada on that subject, securing an appropriation in 1896 for that purpose; but before that time he had laid the foundation for the work of the United States Geological Survey in Alaska, by securing an appropriation for an investigation and report on the mineral resources of the territory.

The famous Alaskan coal fields, which in the last few years have attracted wide-spread attention, had come to Senator Squire's notice, and he had realized that they would some day become a valuable asset to the nation. Probably he had them in mind when he was raising strenuous objections to the purchase of foreign coal for the navy, and laying a precedent for using only the product of domestic mines. His foresight in this matter bids fair to be justified in the not distant future.

Among other questions of national import that arose during Senator Squire's term of service was that of "free silver," involving as it did unending discussion of the national coinage, and finally becoming the issue of a national election. A life-long republican, Senator Squire saw with apprehension the entire west, including his own state, swing into the free silver column. With all of his western sympathies, his judgment could not be swayed from a clear realization of the danger of free silver principle, and for several sessions he firmly opposed any compromise in favor of the silver standard. Finally in December, 1895, the year before the national campaign which settled for all time the mooted question, Senator Squire prepared a coinage measure which he introduced into the senate, and which came within one vote of passing after long debate. The Squire bill provided for an increased coinage of silver, in fact for what might be deemed the free coinage of silver to the extent of its production, but on a basis which would preserve a parity of value of the various kinds of coined money. The plan included the withdrawal of greenbacks and substitution of silver currency backed by a gold reserve. Senator Squire believed, as did many other statesmen of the day, that his measure would be entirely equitable to the so-called "silver" states

and would not inflate the currency or injure the national credit. Probably only the irreconcilable breach between the free silver advocates and the adherents of the straight gold standard prevented the bill from becoming a law.

To enumerate Senator Squire's individual services to the country at large and to his own state is too great a task to undertake here. His interest in the Isthmian canal project was an early influence along the lines which have led to the digging of the Panama Canal. He secured government benefits for all parts of the Pacific coast, and every section of his own state realized that it had an active and leading statesman working in its interests at the capital.

How Senator Squire accomplished what he did, coming as a new senator from a new state, is an interesting story of statesmanship and diplomacy. By instinct and training a man of large grasp on whatever matter claimed his attention, Senator Squire was gifted as an orator and debater, and often carried on the floor of the senate by his individual efforts points which he could not win by politics or persuasion in committee. In committee he was a tireless worker, and a man who inspired confidence and secured the best of results from his co-workers.

Socially he was one of the most popular men in congress, and his hospitality was known from one end of the capital to the other, not from any lavish display but chiefly from its good taste and the personal qualities of the host and his charming wife.

His extensive travel, his interest in national and international art, and his personality all entered into this feature of his success. Among the senators from the south he numbered a host of warm friends, and he held their support in congress as no other northerner did. Time and again he

enlisted their aid with that of the men from the far west to force upon congress a realization of the needs of the Pacific coast. Without indulging in any petty scheming, Senator Squire was known as a consummate politician, and his influence was felt in every section of the country. He did not hesitate to work for needed improvements in other states than his own, and often introduced bills for public buildings or other improvements in eastern or southern cities where he believed they were needed. So wide was his personal popularity that at the close of one session Senator Alison asserted that Senator Squire's had been the greatest personal success of any man in that congress.

Among his friends and colleagues in the senate were men from all sections: Aldrich, Hoar, Hawley, Platt, Chandler, Morrill, and Hale of New England, the senators from his native state, New York, and of Ohio, whose troops he led in war. In the middle west he was intimate with men like Cullom, Alison, Warren, Davis, Spooner, and Nelson, and natural ties of mutual interest bound him closely to the men from the Pacific coast. In his committee on coast defenses were two former secretaries of war—Proctor and Elkins,—besides Senator Hawley, for years chairman of the committee on military affairs, Senator Stephen M. White of California, and Senator John B. Gordon of Georgia, a brilliant Confederate commander. When the Oregon senators were opposing the Bremerton naval station bill at its first inception, ten southern senators rose, and, addressing the chair, voted in favor of Senator Squire's bill.

It was in connection with the bills appropriating funds for the completion of the dry-dock and navy yard at Bremerton that Senator Squire accomplished one of the remarkable feats of his career at Washington on March 2, 1895, during

the closing hours of the fifty-third congress. The naval appropriations bill came back from committee with a totally inadequate appropriation for the work needed at Puget Sound, despite all of Senator Squire's efforts before the committee.

Rising on the floor of the senate, during the closing hours, when there was much business to be finished, when the galleries were packed to watch the closing scenes of congress, Senator Squire hurled in the face of the assembled senators his demand for a proper recognition of the Puget Sound navy yard, and proceeded to argue convincingly every point that he made. The procedure was astonishing, but effective. Amid great applause the senator from Washington finished his speech, and the senate unanimously voted nearly the full appropriation asked.

Notable among the southern men who were personal friends of Senator Squire were Gorman of Maryland, Daniel of Virginia, with whom he paired in the senate, Vest and Cockrill of Missouri, Blackburn of Kentucky, Ransom, Vance, and Butler of North Carolina, Butler of South Carolina, Morgan of Mississippi, Bate of Tennessee, Gordon of Georgia, Gray of Delaware, Kenna of West Virginia, Gibson and White of Louisiana, and Berry of Arkansas. J. C. S. Blackburn on the committee of naval affairs gave hearty support to the establishment of the Puget Sound navy yard, while John Kenna on the committee on commerce was instrumental in passing appropriations for the Lake Washington Canal. Senator Teller, who had been secretary of the interior under President Arthur when Squire was governor of Washington, was a friendly supporter. In the house of representatives the western senator had numerous friends;

among others, McKinley, Reed, Henderson, Hepburn, Cannon, Thomas H. Catchings of Mississippi and William H. Crane of Texas.

His intimate acquaintance with the great newspaper publishers of the day was of inestimable value to Senator Squire, for they assisted him greatly in helping to mould public opinion in favor of such great projects as the plan of coast defenses, which was almost an unknown quantity outside of army circles at the time Squire entered the senate. White-law Reid and Isaac H. Bromley of the New York *Tribune* were his close friends, as was Colonel Henry Watterson of the Louisville *Courier-Journal*, Frank Hatton of the Washington *Post*, afterward postmaster-general, Melville E. Stone of the Associated Press, and St. Clair McKelway of the Brooklyn *Eagle*. The famous Saturday Night Club of New York gave Senator Squire a banquet at which such men as Depew, Carnegie, and Clark Bell, founder of the club, were present.

It will hardly be questioned that Washington has never had in either hall of congress, or in any other field of public activity, a man who so thoroughly merited the name of statesman in its largest sense as Watson C. Squire. Never sensational, he was a leader of men in large affairs, calm and firm in judgment, unflinching in matters where his mind was set, and yet a man of consummate tact in winning friends and support where to court opposition would be fatal. To mention his high principles of personal honor is unnecessary. Without them no man can attain such success. Senator Squire's personal and private life has always been one worthy of a man who naturally has been an example to thousands. The state of Washington owes no greater gratitude to any of her citizens who have helped her to develop into a leading commonwealth.



W. F. Lockus

Since his retirement from public life, Senator Squire has lived quietly in Seattle, still making his influence felt in affairs of public interest, where the welfare of the city or state are at stake, and freely lending the value of his assistance and advice to his successors in public office.

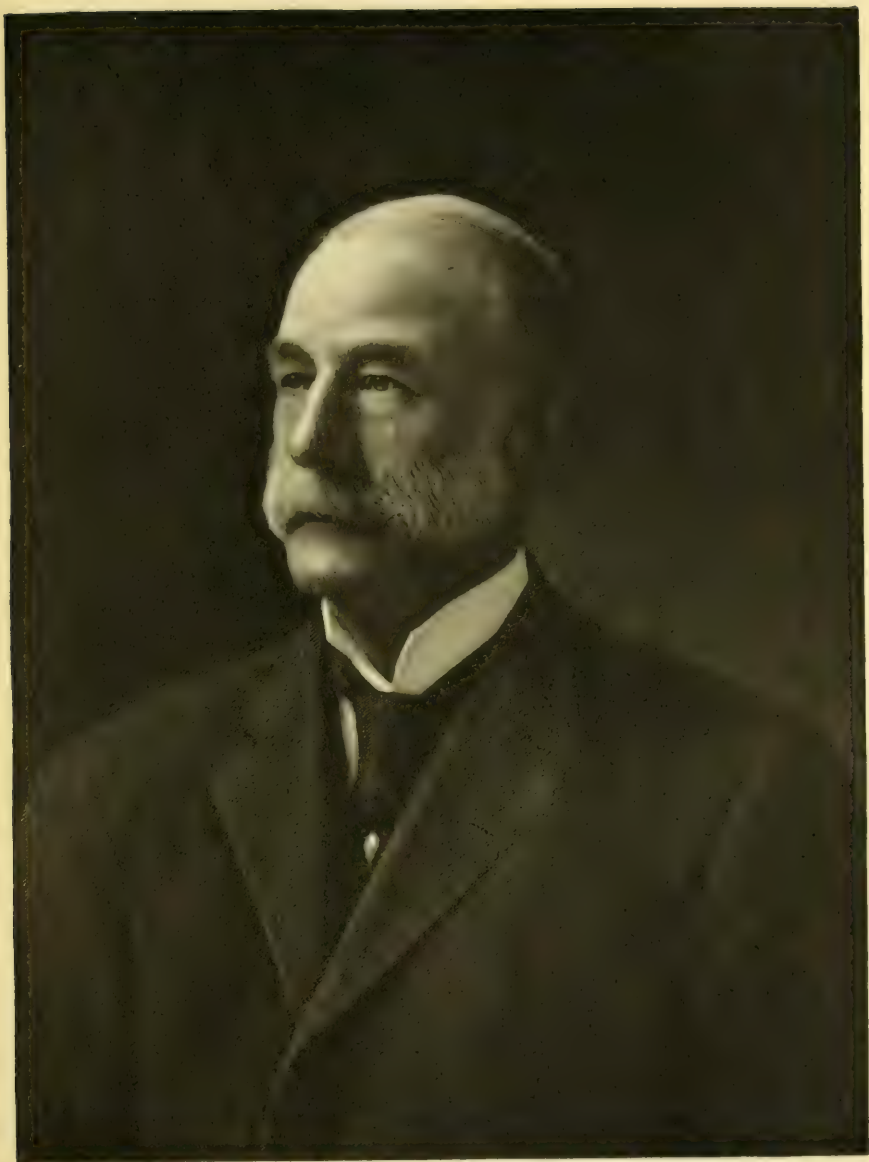
MANSON FRANKLIN BACKUS, banker, was born at South Livonia, New York, May 11, 1853. He is a son of Clinton T. and Harriet N. (Groesbeck) Backus, and a descendant of William Backus (English), who settled at Saybrook, Connecticut, in 1635. He was graduated at Oakwood Seminary, Union Springs, New York, in 1871, and at Central New York Conference Seminary, Cazenovia, New York, in 1872. After leaving school he entered the employ of the First National Bank of Union Springs as a clerk, becoming teller in 1874 and cashier in 1875.

In April, 1889, he removed to Seattle, Washington, being one of the organizers of the Washington National Bank of that city, and served as its cashier and chief executive officer until 1897, when he was chosen vice-president. He was elected president in 1900. This bank was amalgamated with the National Bank of Commerce of the same city in June, 1906, Mr. Backus becoming president of the consolidated institution, the largest in capital and surplus, as well as deposits, anywhere in the northwest.

While at Union Springs Mr. Backus studied law as an accomplishment, and was admitted to the bar at Buffalo in 1888. He early acquired a reputation as a keen financier and business man; was general manager of the Cayuga (Land) Plaster Company, at Union Springs, from 1879 to 1888, during which period the business of the company increased tenfold. He was appointed postmaster by

President Garfield in May, 1881. In 1893 he was appointed by the United States circuit court receiver of the Seattle Consolidated Street Railway Company, and also of the Rainier Power and Railway Company, two of the largest corporations in the city of Seattle. He was a member of the Seattle Clearing House Committee, which was instrumental in carrying the banks of that city through the panic of 1893 without a failure among its members, and in 1902 was elected president of the Clearing House Association. In November, 1896, he organized the banking house of Graves and Backus, at New Whatcom, Washington (since succeeded by the First National Bank of Bellingham), the success of which was chiefly attributable to his foresight and sound judgment. He was elected president of the Washington State Bankers' Association in 1906-7; is a director in the Casualty Company of America, of New York, and of the Seattle Trust and Title Company, of Seattle, and was commissioner to the Orient in 1907 for the Alaska-Yukon-Pacific Exposition, when he made a tour of the world. He was appointed regent of the University of the state of Washington in 1909. Mr. Backus is a member of the Rainier and several other clubs, a republican in politics, and a liberal contributor to local charitable movements.

He was married, in April, 1873, to Emma C. Yawger, of Union Springs, New York, who died in 1884, leaving a son, LeRoy M., and a daughter, Helen Irene. He was married, second, in 1886, to Lue Adams, of King Ferry, New York, who died February 12, 1901. In 1902 he was married, third, to Elise Piutti, of Aurora, New York.



Horace C. Kimmey

HORACE CHAPIN HENRY, of Seattle, was born in Bennington, Vermont, October 6, 1844, son of Paul Mandell and Aurelia (Squire) Henry. The paternal family is of Scotch-Irish descent, Mr. Henry's great-grandfather having come from the north of Ireland to America in 1730, when four years old. His mother (who was born in New Haven, Vermont) was of notable New England ancestry, being the daughter of Wait Squire (son of Lieutenant Andrew Squire) and his wife, Hannah Powell (daughter of Colonel Miles Powell). One of the sisters of Mrs. Henry was Huldana Squire, the mother of Mrs. General R. A. Alger, of Detroit, Michigan.

He received a district school education, also attending the Norwich Military Academy at Norwich, Vermont, an institution which was the alma mater of Admiral Dewey and many other distinguished officers. In 1862, at the age of eighteen, he suspended his studies to enlist in the army, and for one year served as first sergeant of Company A, Fourteenth Vermont Volunteers, participating in the battle of Gettysburg. Although he did not return to the university at Norwich, he received his degree in regular course, according to the usual custom of educational institutions during the Civil War. After the expiration of his service in the army he was elected first lieutenant in the Vermont state militia. In 1864 he entered Williams College as a member of the class of '68, but in 1865 became a student in Hobart College at Geneva, New York, to which place the family had removed. Obligated by ill health to abandon his collegiate course in 1866, he went to Minneapolis, Minnesota, and obtained business employment with R. B. Langdon, who also had come to that city from Vermont and was

largely concerned in railway contracting enterprises. With Mr. Langdon he served successively in the capacities of clerk, paymaster, and finally superintendent of construction, continuing ten years and thoroughly familiarizing himself with the business in which he was destined to become one of the most successful and important men in the country.

Mr. Henry's first large contract for railway construction on his own account was made in 1878 with the Minneapolis and St. Louis Railway Company, and was followed by others with the Minneapolis, St. Paul, and Sault Ste. Marie (the "Soo"). With his associates he built about six hundred miles of road for these two companies. He also secured and executed many important contracts for the Wisconsin Central, the Duluth, South Shore, and Atlantic, the Milwaukee, Lake Shore, and Western, the Diagonal, the Missouri, Kansas, and Texas, the Great Western, and other roads; and he built two of the great iron ore docks at Ashland, one at Marquette, and the docks at Washburn.

In 1890 Mr. Henry came to Washington to construct for the Northern Pacific Railway the original belt line around Lake Washington. After that he built the Everett and Monte Cristo Railway, of sixty miles. In association with D. C. Sheppard, of St. Paul, and Peter Larson, of Helena, he built the Great Northern Railway from Seattle to Bellingham and from the summit of the Cascades to Everett, as well as the cut-off from Bellingham to Bellevue and the line from Hamilton to Rockford in the Skagit valley. For the Northern Pacific company he also constructed the lines from Auburn to Palmer and from Hoquiam to the sea, and the present belt line around Lake Washington. In 1906, when the Chicago, Milwaukee, and St. Paul Company

decided to make its extension to the Pacific coast, he took the contract for nearly five hundred miles of the route across the states of Idaho and Montana—a contract amounting to more than fifteen millions of dollars. In the resulting work he employed at times ten thousand men and the total cost for explosives was over a million dollars. At present Mr. Henry is building about two hundred and fifty miles of branch lines for the Milwaukee company, the most important of which reach to Everett and to Spokane and connect the Tacoma Eastern with Gray's Harbor.

Identified for so many years with much of the vital railway construction work of the United States, Mr. Henry is very extensively known and is regarded as one of the foremost men of affairs on the Pacific coast. His energies have not, however, been restricted to the railway fields, and he is known for connection with other interests of commanding importance. He is president of the Pacific Creosoting Company, of Seattle, owning one of the largest plants in the world for the preservation of timber. The works are at Eagle Harbor, and have a yearly consumption of two and one-half million gallons of creosote, all of which is imported in the company's own ships from Europe. At the time this article was written (April, 1910), one of the ships was en route around the Horn, carrying in its tanks fourteen hundred thousand gallons of creosote. The product of the company is marketed throughout the world. Mr. Henry is also president of the Northern Life Insurance Company of Seattle. This company was organized with the primary purpose of competing for the four to five million dollars' worth of business which was being given annually by the people of the state to outside concerns for new life, accident, and

health insurance. It has been remarkably successful, is now transacting a yearly business of about four and one-half millions, and is growing rapidly.

He is president of the Metropolitan Bank of Seattle; vice-president of the Metropolitan Building Company, engaged in the construction of the finest group of office and business structures in the world, one of them being named the Henry Building; chairman of the board of directors of the National Bank of Commerce, of which he was president several years; director of the First National Bank of Everett; and one of the trustees of the Chamber of Commerce of Seattle.

As a citizen of Seattle Mr. Henry occupies a conspicuous position and is known for great public spirit. In the early part of 1910 he was elected president of the King County Anti-Tuberculosis League, one of the most important organizations of the country in the special field to which its energies are devoted. Commenting upon the choice of Mr. Henry for that office the *Seattle Post-Intelligencer* said editorially: "Resourceful and methodic in his habits of thought, and possessed of quick initiative and sound judgment, Mr. Henry will unquestionably infuse new life into the fight earnest citizens of this city and county have been waging against tuberculosis, and will bring to the support of energies immediately under his direction the enlightened sympathy and coöperation of the community."

He is a member of the Grand Army of the Republic; a Scottish Rite Mason (thirty-second degree); a life member of the Arctic, Athletic, and Rainier clubs (having served as president of the Rainier Club from 1894 to 1900); a member of the Seattle Golf and Country Club (in which he is now



Jacob Danforth

serving his eighth term as president); and a member of the University and Metropolitan clubs. He was one of the vice-presidents of the Alaska-Yukon-Pacific Exposition.

Mr. Henry married, in Minneapolis, Minnesota, December, 1876, Susan Elizabeth Johnson, of St. John, New Brunswick, daughter of Captain Johnson, who was lost at sea in 1862. Children born of this marriage: Langdon Chapin, Paul Mandell, Walter Horace (who died March 31, 1910, aged twenty-six), and Florence Aurelia (who died at the age of eighteen in Morristown, New Jersey). In memory of his deceased daughter, Florence Aurelia, Mr. Henry has erected a beautiful chapel, the Florence Henry Memorial, at the Highlands; and in memory of his late son, Walter Horace, he will erect the administration building of the Anti-Tuberculosis League on the site chosen for the hospital of that organization north of the city. The family is prominent in the social life of Seattle. The Henry mansion on Howard Avenue, North, is one of the most beautiful residences of the city, and has been the scene of many notable social functions.

JACOB FURTH, banker, and one of the earliest builders of electric railroads and power plants in the state, was born at Schwihau, Bohemia, November 15, 1840. His father was Lazar Furth and his mother Anna (Popper) Furth, both natives of Bohemia.

Mr. Furth attended the public schools in his native country, and at the age of thirteen learned the trade of a confectioner, at which he worked three years. When sixteen years old he came to California, landing at San Francisco in 1856. He remained there but one week, and then left for Nevada City, using his last ten dollars in making the trip. He

immediately sought for and found employment as a clerk in a clothing store, in which he worked mornings and evenings, attending the public school during the day, for a period of about six months, when he quit school and devoted all his time to business. At first he was paid only forty dollars a month, but he devoted himself to his employment so assiduously that at the end of three years his salary was three hundred dollars per month. While the cost of living was high, he had saved enough by 1862 to engage on his own account in the clothing and drygoods business, which he carried on successfully for eight years. In 1870 he went to Colusa, where he started a general merchandise store, continuing until 1882, when on account of impaired health he made a trip to the Puget Sound country. Though Seattle was then scarcely more than a village, he resolved to start a bank there, and in company with some friends in San Francisco and others he organized the Puget Sound National Bank, with a capital of fifty thousand dollars, of which he became cashier. For the first few months he was not only cashier but receiving and paying teller, and also bookkeeper. He was, in fact, the bank's only employee, as well as its only officer in Seattle. The bank prospered from the beginning. Within a few years the capital was doubled, and it has since been increased several times without calling upon the stockholders to put up any additional money, the increment coming entirely from the bank's earnings. In 1893 Mr. Furth was made president, which position he still holds.

In 1896 he organized the First National Bank of Snohomish, and in that concern he is still a stockholder and director; and he is a stockholder and director in several other banks in various parts of the state. He also organized, in 1884,

the California Land and Stock Company, of which he is president. This company owns a farm of nearly fourteen thousand acres—one of the largest in the state,—situated in Lincoln County. A large part of it is devoted to wheat-growing and the remainder to raising cattle and horses.

Mr. Furth early became interested in street railway building in Seattle, and as appliances for the operation of electric railways were developed and perfected his energies were more and more directed to the building and operation of urban and interurban electric lines. He became president of the Seattle Electric Company, organized in 1900, which now has more than a hundred miles of track. He is president of the Puget Sound Electric Railway, organized in 1902, controlling the line between Seattle and Tacoma, and now controls the street railways in Tacoma and most of the other cities and towns of the Puget Sound country. In addition he is a large owner of timber lands and of real estate in Seattle.

Mr. Furth has always been a republican in politics, and has taken an active interest in his party's success in city, state, and national affairs, though never as a seeker for office. He was a member of the common council of Seattle from 1885 to 1891, and has been president of the Seattle Chamber of Commerce two terms. He is a member of the Rainier Club, the Golf Club, and the Commercial Club of Seattle. He was made a master mason in Colusa County, California, in 1870, and was master of his lodge. He is also a Royal Arch mason.

Mr. Furth married, in California, Lucy A. Dunten, and they have three daughters, Jane E., Anna F. (wife of Frederick K. Struve), and Sidonia.

GEORGE TURNER, of Spokane, formerly United States senator from Washington, justice of the supreme court in the territorial period, etc., was born in Edina, Knox County, Missouri, February 25, 1850, son of Granville Davenport and Maria (Taylor) Turner. His parents removed in 1825 from Kentucky to Missouri, being pioneers in the latter state, where they spent the remainder of their lives. The father of ex-Senator Turner was by occupation a cabinet-maker, and was of English and Dutch ancestry; the mother (daughter of George and Maria Taylor) came from an original Scotch-Irish family, which settled at an early period in the part of Virginia that is now West Virginia.

When he was nine years old the family removed to Lebanon, Laclede County, Missouri. His education was limited to the public schools, and was interrupted by the Civil War, in which his father and all his brothers served as volunteer soldiers in the Union army. At the age of thirteen he became a military telegraph operator in his home town of Lebanon, continuing at that work until the end of the war. Going south in reconstruction times, he passed examination for the bar at Mobile, Alabama, in 1868, when only eighteen, and during the same year embarked in the practice of the law in that city with a friend, Charles E. Mayer. He was the candidate of the republican party for attorney-general of Alabama in 1874, but was defeated by a small majority. From 1876 to 1880 he occupied the position of United States marshal for the southern and middle districts of Alabama. In the republican national conventions of 1880 and 1884 he was chairman of the Alabama delegation; and in the former body he gave his support to General Grant for the presidential nomination.



George Turner.

Receiving the appointment of associate-justice of the supreme court of Washington, Mr. Turner removed to that territory in 1884. He was assigned to the fourth district, which included most of eastern Washington, and lived first in Yakima, but the next year established his residence in Spokane, where he has since had his home. In 1887 he resigned his judicial office and became a member of the law firm of Turner, Foster, and Turner. That association continued until 1890, and from then until his election to the senate in 1897 he was of the firm of Turner, Graves, and McKinstry. His present law firm is Turner and Geraghty.

Mr. Turner was one of the men largely interested in the celebrated Le Roi mine in British Columbia.

He was a member of the Washington state constitutional convention of 1889, serving as chairman of the judiciary committee. In his political relations he acted with the republican party until 1896, when he supported Mr. Bryan on the silver issue. In 1897 he was elected United States senator from the state of Washington, and in that office he served for the full constitutional term, retiring in 1903.

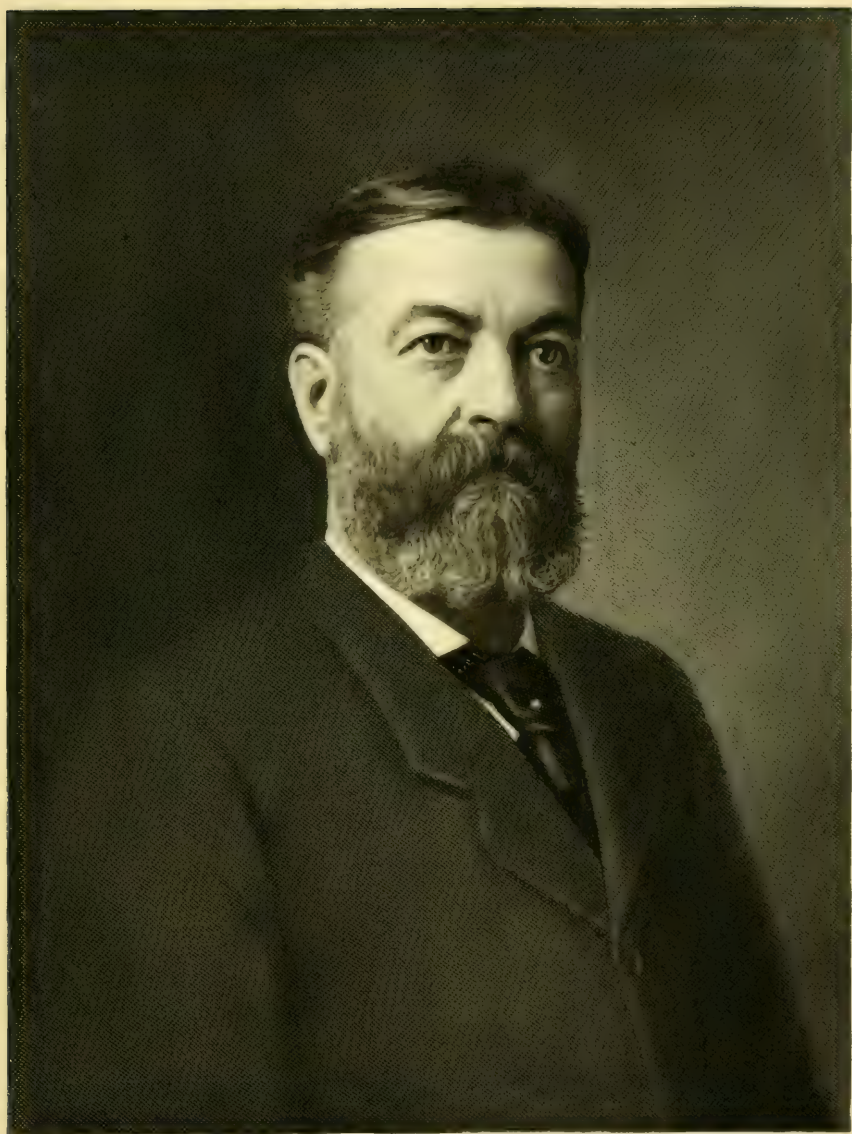
By appointment from the president he was a member of the Alaska boundary tribunal, which met in London in the summer of 1903 and settled the Alaskan boundary dispute between the United States and England. In 1910 he received from Secretary of State Root the appointment as leading counsel of the United States in the northeastern fisheries arbitration at the Hague. Mr. Root, upon his retirement from the state department, became a participant in the case, whereupon Mr. Turner insisted upon withdrawing as leading counsel in his favor. The case was opened for the United States by Mr. Turner, following Sir Robert Finley, who opened for Great Britain, each occupying eight days.

He is a Mason and an Elk, and is a member of the Spokane Club, Spokane Athletic Club, Spokane Country Club, and Metropolitan Club of Washington, D. C.

Mr. Turner married, June 4, 1878, at Montgomery, Alabama, Bertha C. Dreher.

EDWARD WHITSON, of Spokane, the first United States district judge appointed for the eastern district of Washington after it was created, was a native of the coast, having been born in Linn County, Oregon, October 6, 1852, one year after his parents had crossed the plains from Indiana. His father and mother were not only pioneers in Oregon but had been pioneers in the state from which they came, as their fathers and mothers were before them. Benjamin F. Whitson, the judge's father, was born in Kentucky but early removed to Indiana; his father was a Methodist minister of some note in his time, who counted among his ancestors Olive Wesley, sister of the famous brothers John and Charles, the founders of Methodism. In Indiana Benjamin Whitson married Eliza J. Brandon, who was born in that state, although her parents were Virginians and tradition says belonged to the first families.

During his earlier years Judge Whitson attended such schools as there were at that time in Oregon, and later studied at the Willamette University until he had completed the junior year. In 1870 he came to Washington with his father and brother, and for the three or four succeeding years was engaged in stock-raising in the Kittitas valley. Then, with a view to finding means and opportunity to study law, he sought election as auditor of Yakima County and succeeded. This office he held during the years 1875 and 1876, when he was elected to the territorial legislature,



Edward Whikou

in which he served one term as a member of the lower house. During his two years in the auditor's office and the two following, he prosecuted his law studies as his other employments permitted, being admitted to the bar in July, 1878. He began practice in Yakima City, and continued to practice there until 1885, when he removed with the town to North Yakima, of which he became the first mayor, and was twice reelected to that office. Meantime his law business was not neglected, and his duties as mayor interfered with it but little. He early became associated with the late John B. Allen, who for a long time was United States prosecuting attorney, the firm being known as Allen and Whitson, although Mr. Allen was not a resident of Yakima County. Mitchell Gilliam, who became one of the judges of the superior court in King County, read law in this office and upon admission to the bar was taken into the firm, which then became Allen, Whitson, and Gilliam. Later Fred Parker studied in the office and finally became a partner, and his name also was added to that of the firm. After Judge Gilliam removed to Ellensburg and Mr. Allen was elected to congress, the firm became Whitson and Parker, and it so remained until March 14, 1905, when Judge Whitson was appointed to the place on the bench that he filled until his death.

The division of the state into two judicial districts by a north and south line was opposed by many, who realized that such an arrangement would not divide the court business as equally as could have been done by making a northern and southern district. A division on the latter plan would have given a part of the admiralty cases, and of those growing out of the relations of the great corporations engaged in the lumber and mining industries in the western portion of the

state with each other and with the transportation lines, to the new district, but Judge Whitson's time was fully occupied after he ascended the bench. When the business of his own court permitted he held court in the western district, and also in Idaho, Montana, and California, and he was called upon to hear and determine as great a variety of causes, many of them quite as important, and presenting questions as intricate and difficult, as arise in any district. He presided at the trial of Senator Borah in Idaho, and decided the first insurance case growing out of the great earthquake which destroyed so large a part of San Francisco. This was the case of *Baker and Hamilton v. the Williamsburg Fire Insurance Company* (157 Federal Reports, 280), wherein it was held that the clause in the company's policy on which the company relied to exempt it from loss on account of earthquake could exempt it only when the earthquake was shown to be the immediate, direct, and proximate cause of the fire, which had not been proven. Shortly after his appointment to the bench he was called upon to decide a matter of curious interest in Montana. A soldier named Tully had been indicted in the state courts for the murder of a fellow-soldier on the military reservation near Missoula. His counsel had excepted to the jurisdiction of that court on the ground that the offense, if any, had been committed on a military reservation, over which the federal court had exclusive jurisdiction. The plea was overruled and the trial proceeded. The prisoner was found guilty and sentenced to be hanged. The case was subsequently taken to the supreme court of the state, which sustained the contention of the defendant in regard to the jurisdiction of the lower court and gave him his liberty. He was then indicted in the federal court, where his counsel pleaded that the

reservation was not a place "purchased by the consent of the legislature of a state for military purposes," and therefore not within the exclusive jurisdiction of the federal court. Judge Whitson held that his court was not bound by the decision of the supreme court of the state in a matter that it ought to determine for itself, and upon reviewing the history of the reservation found that it was not such a one as the constitution contemplated should be under the exclusive jurisdiction of congress, and therefore his court was without jurisdiction to try the prisoner at the bar. (140 Federal Reports, 899.) In pronouncing this reluctant decision the court said: "It is unfortunate that a murderer should go unwhipped of justice, but it would be yet more unfortunate if any court should assume to try one charged with a crime without jurisdiction over the offense. In this case, in the light of the verdict of the jury in the state court, we may assume that justice would be done the defendant were he tried and convicted in any court, and executed pursuant to the court's judgment. But in this court it would be the justice of the vigilance committee, wholly without the pale of the law. The fact that the defendant is to be discharged may furnish a text for the thoughtless or uninformed to say that a murderer has been turned loose upon a technicality; but this is not a technicality. It goes to the very right to sit in judgment."

In another criminal case in his own district Judge Whitson was called upon to pronounce on the constitutionality of an act of congress making it a criminal offense to violate any rule or regulation instituted by the secretary of the interior for the protection of forest reserves. This provision was contained in the sundry civil appropriation bill of June 4, 1897. Subsequently a sheep owner named Mathews had

violated one of the regulations made after the act became law, and been indicted therefor. The case presented the curious condition that the defendant was brought into court charged with a criminal offense which was not described as such by any statute or enactment of any legislative body. He was charged solely with violating a regulation made by an administrative officer, and while congress had declared that the violation of such regulations, when made, should constitute a criminal offense, the court held that this was an attempt to delegate legislative authority that was wholly unwarranted by the constitution and therefore void. (146 Federal Reports, 306.) The defendant could not have found the offense with which he was charged described in any statute of the United States, and he could not be tried or convicted for pasturing sheep in a forest reservation without a permit in violation of a regulation made by an administrative officer, when the offense was not prohibited by any statute of the United States. The case attracted wide attention at the time and was very generally discussed.

The case of the Spaulding Manufacturing Company v. Evenson was one of particular interest to the merchants of eastern Washington. The complaining company was engaged in the manufacture of wagons, buggies, and vehicles of various kinds in a foreign state, and sold its product through its own agents, who traveled through the country with teams, taking with them samples of the goods offered for sale. This interfered with the business of the agents of other manufacturers who maintained salesrooms in the various towns but did not travel about the country soliciting business. These agents were members of the Inland Empire Hardware Dealers' Association, and, together with their associates, some of whom were in no way affected by the

traveling salesmen, formed a special combination which they called "the Peddlers' Association," and which employed men to follow the Spaulding salesmen and by persuasion and such other means as they could employ prevent farmers and others from buying their wares. It was even claimed that they carried weapons and resorted to threats where arguments were not effective. The company applied for an injunction to restrain such interference with its business. A temporary injunction was first granted upon the showing made by the complaining company, and in making it permanent the court said that the acts complained of were "not competition, or intended as such, but to suppress competition by destroying complainant's lawful business; that they were done pursuant to an unlawful conspiracy between persons, some of whom were not even competitors, to interfere with complainant's lawful right to carry on its business." The defendants were therefore restrained from pursuing the methods complained of, for the purpose of preventing sales by the agents of the company, but left free to canvass the district for the sale of similar goods made at other factories, should they so choose. (149 Federal Reports, 913.)

In *United States v. Great Northern Railway* (145 Federal Reports, 438) it was held that all the cars used by a railroad company engaged in interstate commerce must be equipped with safety appliances, such as automatic couplers, as required by the act of congress, although the defendant company contended that only the cars so used were required to be so equipped. This was one of the earliest cases upon the subject and was of unusual interest to trainmen employed on all railroads doing an interstate business, since, being accustomed, as they are, to cars equipped as the law requires, if they should come upon one not so equipped, particularly

at night when they would not be able to see readily that the safety appliances they were accustomed to depend on were lacking from some car, they might lose their lives or be seriously injured because of such absence, while if not depending on them they would escape injury.

The case of *United States v. Moore* (54 Federal Reports, 712) involved the right of an Indian to sell the land granted to him by act of congress, and in pursuance of an agreement made with Chief Moses and others, by agents of the government. This agreement did not contain any stipulation in regard to the authority of the Indian to sell the land so granted, either by reference to the treaty with the Omahas, as in the treaties made by Governor Stevens, or otherwise. The Indian office, however, assumed that the provisions of the general allotment act of 1887 applied in the case, and an attempted sale made by the grantee to Moore was contested. Judge Whitson held that in the absence of express language in the treaty, providing a restriction of the right to alienate title, the understanding of the Indian in regard to the matter must be taken into account, and as the Indian clearly understood that he was to receive full title, his attempted sale and conveyance must be declared good. The case, however, was reversed upon appeal to the supreme court, which sustained the contention of the department.

The suit of the Board of Trustees of *Whitman College v. Berryman et al.*, (156 Federal Reports, 112) involved a question of jurisdiction as well as the main question, which was as to whether certain property owned by the college, but not used exclusively for college work, was taxable. The defense contended that the amount of the tax claimed was not sufficient to give the federal court jurisdiction, being less than two thousand dollars, but the court held that the

amount claimed for a single year only was not the whole sum involved, and heard and determined the case. In the opinion rendered the history of the college charter and its several amendments was carefully reviewed, and the contention of the trustees that all the property of the corporation was exempt from taxation was sustained.

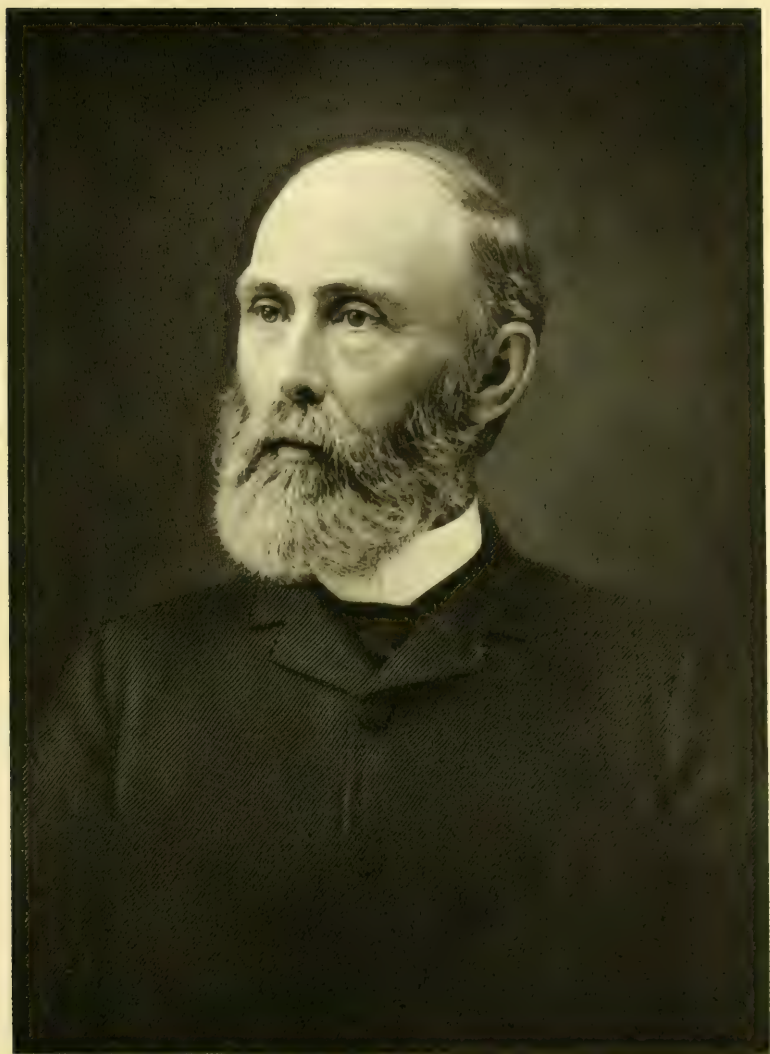
Opinions in interesting or important cases, written by Judge Whitson, in addition to those mentioned, are to be found in most of the thirty-seven volumes of the Federal Reports published since he went on the bench. Noteworthy among them are those in the cases of *Morris v. Bean* (146 Federal Reports, 423); *Blowers and Company v. Canadian Pacific Railway Company* (155 Federal Reports, 535); *Potlatch Lumber Company v. Spokane Falls and Northern Railway Company* (157 Federal Reports, 588); *Phipps v. Oregon Railway and Navigation Company* (161 Federal Reports, 367); *United States v. Wells et al.*, (163 Federal Reports, 313); *In the matter of Meakins* (164 Federal Reports, 334); *In the matter of Cameron* (165 Federal Reports, 112); *Boyd v. Northern Pacific Railroad Company* (170 Federal Reports, 9), and others.

Judge Whitson was always a republican politically, and before going on the bench usually did as much as every good citizen should do to promote the interests of his party. He was a member of the Spokane Club and the Spokane Country Club. He married, September 3, 1885, Leora Nellie Bateman, and they had two daughters, Clara B. and Marian L. His death occurred at his residence in Spokane, October 15, 1910.

CYRUS WALKER was born in Madison, Maine, October 6, 1827, and came to Puget Sound in 1853, in time to help Captain W. C. Talbot and others locate their mill at Port Gamble, which was one of the earliest and became one of the largest mills on the Sound.

The family is of ancient Scotch lineage. It removed from the country of its origin to the north of Ireland during the reign of James I. The line of descent to Cyrus Walker is as follows: I. Rev. George Walker, lived in Londonderry, Ireland, and died there in 1689. II. Andrew Walker, settled at Tewksbury, Massachusetts, and died there in 1739; he was an uncle of General John Stark, of Revolutionary fame. III. James Walker, of Goffstown, New Hampshire; he married a daughter of Colonel John Goff, for whom that town was named. IV. Silas Walker, of Goffstown. V. William Walker, born in Manchester, New Hampshire, in 1770, and served in the War of 1812. VI. James Martin Walker, born in Goffstown in 1798, and married Eliza Heald, daughter of Colonel Jonas Heald, of Acton, New Hampshire. VII. Cyrus Walker.

Mr. Walker's early ambition was to accumulate a fortune of fifty thousand dollars. He had been educated in the village schools, had been a teacher, had worked on a farm, in sawmills, and at log driving on the Kennebec River, had been manager of a starch factory, and later had gone to Wisconsin as a surveyor. The discoveries of gold in California and Australia attracted his attention and inspired his hope of securing the fortune he had resolved if possible to acquire. He went to New York and there engaged passage to Australia on a sailing ship, but not liking the appearance of the vessel when he came to go on board he sold his



Cyrus Macken

ticket and returned to his hotel. While there he made the acquaintance of E. S. Brown, a millwright, from Bangor, who was about to sail for Puget Sound, where he had engaged to erect a mill for Pope, Talbot, Keller, and Foster, who had recently gone thither from Machias, Maine. Mr. Walker now concluded to go to Australia via California, and accordingly procured a ticket for San Francisco by way of Panama. Upon his arrival at San Francisco, some time in May, he engaged with the Talbot party to go to the Sound. He sailed from San Francisco in the schooner "Julius Pringle," a vessel of only fifty tons burthen, of which Talbot was captain and David Foster second mate. For fellow-passengers he had his friends Brown, Nathaniel and Hillman Harmon, and James White, a machinist, and an engineer. They made harbor first at Port Discovery, and for a time thought of locating their mill there, but after some cruising about the lower Sound in a plunger commanded by Captain Talbot and a canoe in charge of Mr. Walker, and exploring Hood's Canal as far as Seabeck, they camped at Port Gamble, which the Indians called Teekalet and which was known by that name for a long time afterward. The harbor at that place, and its surroundings, impressed them favorably, though there was not so much fresh water readily available as they wished for their purpose. They accordingly continued their explorations as far south as Commencement Bay, but found nothing that suited them better than at Port Gamble. On their way back to that point they stopped at Seattle, where Captain Talbot engaged, from Yesler's mill, a cargo of lumber for the "Pringle" to be taken to San Francisco. This was probably the first cargo of lumber shipped from Seattle or the lower Sound.

The party then returned to Port Discovery, intending to locate the mill there, but found that some settlers had during their absence pitched upon the ground they had thought of most favorably, and they accordingly left that harbor and sailed direct to Port Gamble, where the "Pringle" dropped anchor July 7, 1853, and began to discharge her cargo of mill machinery and supplies. As soon as shacks could be constructed for the protection of the workmen the construction of the mill was begun. The tall firs growing on what is now the Jameson Ranch at the head of the bay were cut down, and from the hewn timbers which their trunks furnished the frame of the mill was constructed. During this part of the work Mr. Walker was employed as timekeeper, accountant, and general utility man, and he has therefore been connected with this pioneer company from its very beginning.

The schooner "L. P. Foster" (one hundred and fifty tons) arrived in September with the boilers, engines, and such parts of the mill outfit as the "Pringle" had not brought, and as soon as this machinery could be installed the mill was started. Its capacity was about three thousand feet per day, the first lumber cut being used to enclose and complete the mill itself, and to build more comfortable homes for its employees and a store and office building. Captain Keller was resident superintendent until his death in 1861, when Mr. Walker became resident manager, and he has been in charge of that and the company's other mills to the present time—a period of nearly fifty years.

Early in their experience at Port Gamble Captain Keller suggested to Mr. Walker that he take a donation claim, as the time within which land could be secured under the donation act would soon expire, but Mr. Walker replied that he

would not live on any claim five years, as the law required, if the government would give him the whole territory. He was perhaps a trifle homesick at the time, as most people are in a new country. But if not, his opinions underwent a marked change; for soon after he became manager for the company the commissioners for the University offered the lands which the government had set apart for its benefit for sale, and Mr. Walker purchased a large part of them for the company. These were the first timber lands available for purchase. But Mr. Walker realized that the settlers would not always be glad to sell their logs to the mills at the price of putting them in the water, and that timber land would some time be immensely valuable. He became a partner with Pope and Talbot in 1863, and when the business was incorporated in 1874 as the Puget Mill Company he retained his interest as a stockholder. The policy of buying timber land as it became available, which he had inaugurated when the University lands were first offered, was continued as the company prospered, and it is now one of the largest holders of such lands among the older concerns. Most of its lands are well located, heavily timbered, and correspondingly valuable.

The story of the company's growth has been told in Vol. IV of this work. As its wealth increased Mr. Walker's interest in it grew in proportion. He also bought land on his own account for its prospective value for city or other uses. He began to buy property in Seattle in 1858 when it was only a village. Some of the land purchased as acres has since been platted and sold as lots and is now covered by the city, and he still owns land near the city that is not yet improved.

During all the active years of his life Mr. Walker was a hard worker. He often said he did not feel that he had

done his duty during the day if he did not go home physically tired at night. In addition to the attention he gave his business, he took as much interest in public affairs as circumstances seemed to require, though he never sought or accepted office. When the state was admitted, several members of the legislature, representing both parties, offered him their votes for United States senator, but he declined to be a candidate though fully appreciating the compliment which this proposal involved.

Mr. Walker was married, in San Francisco, April 30, 1885, to Emily Foster Talbot, a daughter of Captain Talbot, his old friend and business associate. They have one son, Talbot Cyrus Walker.

He was a charter member of Franklin Lodge No. 5, F. and A. M., in the jurisdiction of Washington, which was chartered in 1859. He has also taken the degrees of the Scottish rite and is a knight commander of the court of honor. He is a member of the Rainier Club in Seattle.

WILLIAM CHALONER TALBOT was one of the pioneers in the lumber industry of Puget Sound, locating and establishing the original mill at Port Gamble (1853), and from that time until his death (1881) being identified with the large producing and shipping interests on the Sound which were at first conducted under his name and subsequently incorporated as the Puget Mill Company, with Pope and Talbot as the San Francisco agents.

Captain Talbot was born in East Machis, Maine, February 28, 1816. He was of the sixth generation of the Talbot family in America, his line of descent being : I. Peter Talbot, from Lancashire, England, settled in Plymouth, Massachusetts. II. George Talbot, of Scarborough and Stoughton,



W. C. Tabor

Massachusetts. III. Peter Talbot, of Stoughton. IV. Peter Talbot, of Stoughton and Maine. V. Peter Talbot, of Maine, married Eliza Chaloner. VI. William Chaloner Talbot. His early life was spent in the home of his parents, and he was engaged with his father in the lumber business. At the age of twenty-two he built and commanded a brig, entering the West India and European trade, in which he continued several years.

In 1849, after the news of the California gold discoveries, he sailed around the Horn in command of the "Oriental," arriving in San Francisco the following year. The great demand in that city and throughout California generally for heavy timber and all sorts of lumber, directed his attention to the Puget Sound country as the most available source of supply, and he accordingly made arrangements to embark in the business. Going east, he purchased the necessary machinery, which he shipped around the Horn, and then returned by the Isthmus route to San Francisco. From there he sailed to the Sound in the small schooner, "Julia Pringle," of which he was captain, accompanied by several associates and employees. The details of the voyage and of its important result, the founding of the mill at Port Gamble, are narrated in the fourth volume of this History and also in the biographical notice of Captain Talbot's son-in-law, Cyrus Walker, in the present volume. A few years afterward similar enterprises were started at Utsalady and Port Ludlow, and a very extensive and profitable business was built up, which was transacted under the name of W. C. Talbot until 1874, when it was incorporated as the Puget Mill Company, the San Francisco agents being Pope and Talbot.

Captain Talbot died in Astoria, Oregon, August 6, 1881. His activities and achievements are to be regarded as of the

first importance in the creation and development of the representative industry of Puget Sound, which afforded the foundations for all its subsequent progress. Personally he was known and universally esteemed for the highest traits of character, integrity and fidelity in all his relations being especially marked qualities.

He married Sophia Gleason Foster, daughter of General Foster, of Maine, and is survived by two sons and three daughters.

CHESTER THORNE, president of the National Bank of Commerce of Tacoma, was born in New York City, November 11, 1863. His father, Edwin Thorne, and his mother, whose maiden name was Charlotte Pearsall, were descended from Quaker families whose ancestors had crossed the Atlantic early in the seventeenth century and settled on Long Island. While he was still a youth the family removed to a farm of considerable extent in Dutchess County, which is still owned by his brother. There he passed through the usual experiences of rural life among the well-to-do farmers of the older states, until ready to prepare for college. He was sent first to a military and then to a regular preparatory school in Poughkeepsie, about fourteen miles from his home. After the usual preparatory course he entered Yale College, where he graduated with the class of 1884. He then sought employment as a civil engineer and found it in the offices of the chief engineer of the Missouri Pacific Railroad at St. Louis. That road was then under the control of Vice-President H. M. Hoxie, with whom Mr. Thorne or his family already had some acquaintance, a matter of advantage, no doubt, although his studies had fully equipped him with the means to win success, while his industry and



Wesley H. Hume.

enterprise were sufficient to command it. He remained in that department somewhat more than three years and made satisfactory advancement, but, desiring to know more of the practical management of railroads than was to be obtained in the engineering and maintenance of way departments, he determined to learn something of the intricacies of the traffic department, and, as Mr. Hoxie approved and encouraged his object, the desired change of employment was easily secured. During the succeeding two or three years he was engaged in rate making in the office of the general freight agent.

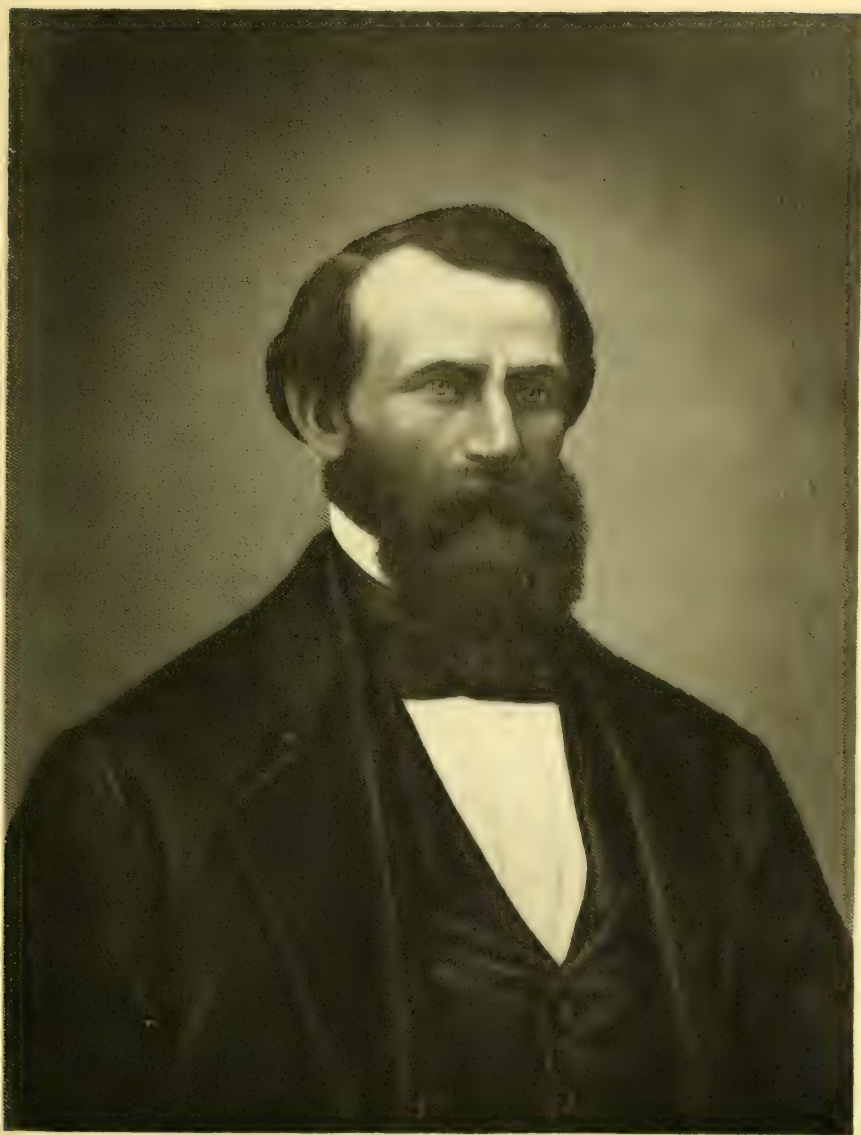
Upon the death of Mr. Hoxie so many changes were made among the officials of the company that the tenure of employment and particularly the prospects for advancement seemed too uncertain to be attractive, and Mr. Thorne decided to quit the railroad business and employ himself in some other way. He had money enough to be independent, and could afford to look the country over before making up his mind what to do or where to begin to do it. Meantime, on November 10, 1886, he had married Anna Hoxie, a niece of Mr. Hoxie, the vice-president of the railroad company with which he had been employed. Mr. M. B. Hoxie, Mrs. Thorne's father, was at the time in Tacoma, and had written so encouragingly of its situation and prospects that Mr. and Mrs. Thorne decided to make him a visit. They accordingly came west, arriving on the Sound in May, 1890, and soon determined to remain.

Several of Mr. Thorne's earliest investments in the Sound country were not profitable. He was still inexperienced in general business; some of the enterprises in which he bought interests were in advance of the times and not therefore calculated to succeed; some had been injudiciously managed,

and all were but poorly prepared to meet the exigencies of the panic of 1893, which began soon after his interests were acquired. Some of them failed early, and some were saved only by the money he was able to command. Chief among the latter was the National Bank of Commerce, none of whose officers or stockholders were at the time able to bring to it any increase of strength or resources. Mr. Thorne was in Europe when the panic began, but, hastening home, he brought money enough to the bank to have liquidated it had that been necessary. The bank was saved and Mr. Thorne became its principal stockholder; he still owns nearly or quite three-fourths of the stock. Having survived the panic years, the bank prospered steadily. In 1898 it was made a national depository, the first in Tacoma. It is now one of the strongest banks in the city, having a capital of two hundred thousand dollars and surplus of four hundred thousand dollars, and deposits, according to its latest statement, of over four millions.

In addition to refounding and establishing the bank, Mr. Thorne has been instrumental in establishing several successful industries in Tacoma and neighboring towns and cities. He was one of the first stockholders in the Pacific Cold Storage Company, which now does a large business with Alaska, furnishing most of its principal mining camps with the greater part of their food supply; the Pacific Gypsum Company; the Tacoma and Seattle Ice companies, etc.

In 1910 Mr. Thorne built a home at American Lake; he is the pioneer home builder in what, as now appears, will ultimately be the most beautiful residence part of Tacoma. The building is in the Tudor or Elizabethan style, and is considered a very beautiful and fine example of it. The grounds comprise twenty-three acres, rather elaborately laid



LAWRENCE GREENMAN

out, and require only time and attention to make them as beautiful as some of the old manorial grounds near our eastern cities or in Europe.

He is a member of the Union, Commercial, and Country clubs and the Chamber of Commerce in Tacoma, and the University and Metropolitan clubs in New York.

LAURENCE GRENNAN was one of the earliest and most enterprising promoters of the great lumber and shipping interests of Puget Sound, and by his active, successful, and honorable career in that important connection has a recognized place among the pioneers to whose efforts the upbuilding of the substantial interests of Washington is due. A man of education, breeding, and ability, he was also noted for the rectitude of his life and his valuable moral influence.

Mr. Grennan was born in St. John's, New Brunswick, September 29, 1823, son of James and Judith Grennan, and was educated by private tutors. In early life he was for a time engaged in the lumber business at Oshkosh, Wisconsin, but, soon after the discovery of gold in California, disposed of that interest and came to San Francisco. He was not, however, one of the gold-seekers, and indeed the digging of gold had no attraction for him, as he strongly disliked speculative ventures of every kind. Upon his arrival in California he was quick to appreciate the great possibilities of the lumber trade for the supply of material for dwellings, docks, and other emergent purposes; and as California was not a timber country he resolved to engage in that industry on Puget Sound, whither he came on the brig "Cabot" in February, 1853. He purchased from S. D. Howe one hundred and sixty acres of timber land on Camano Island, and later acquired land on Whidby Island. His first

enterprise was the hewing out of piles (in which he personally assisted) and their shipment to San Francisco, where they were immediately utilized in the construction of docks. The profits thus derived afforded him the necessary capital for lumber manufacturing; and he made a visit to San Francisco to purchase the machinery. This he shipped back on a vessel of his own. While on his return journey, which he made by stage via Monticello, he received news of the loss of both ship and cargo—a terrible disaster for him, as practically his entire resources had been devoted to their purchase. He thereupon returned to San Francisco and stated the facts to the machinery company, which, placing every confidence in his integrity and business ability, extended the requisite credit and duplicated the order. With his second outfit of machinery he equipped his mill at Utsalady on Camano Island, and active operations were begun in February, 1858. To the energy and perseverance of Mr. Grennan the credit is altogether due for the establishment of the Utsalady Mill Company, celebrated in the early history of the Puget Sound country. Others were associated with him later, but he supplied both the brains and the capital by which the industry was created.

Mr. Grennan's company was for years very largely engaged in the shipment of spars to England, France, Belgium, and all the other ship-building countries of the world. In the selection of standing trees for spars of all sizes and varieties he had an unerring judgment. It was a frequent occurrence for three to five foreign ships to be at the docks of the company at one time awaiting their cargoes. In August, 1866, Mr. Grennan personally selected a tree for conversion into a flagstaff for the American government at the Paris Exposition of 1867. The stick when felled was two hundred feet

long and without a blemish, but fifty feet had to be sacrificed because the ship which was to transport it could not accommodate a timber of that length. He made several visits to Europe to dispose of his products. During one of these trips, early in 1868, he secured a contract for spars which was perhaps the largest ever taken, and which, if he could have lived to execute it, would have made him the richest man on the Pacific coast. Much of his lumber was shipped, under special contracts, to Vallejo, California, and Victoria, British Columbia.

Mr. Grennan died, while on a business trip, in Vallejo, California, August 18, 1869, and was buried in San Francisco. In California, as throughout Washington and the northwest, he was extensively known and enjoyed the friendship of the most prominent and influential men.

A man of commanding personality, he was nevertheless noted for great kindliness of nature and for liberality and consideration in all his relations. In his dealings with the Indians he was most just and conscientious, and he enjoyed their especial confidence. He strongly disapproved the loose standards and practices of the whites in their relations with the Indians, and in that particular exercised a very marked influence for good. In the cause of education and religion he was deeply interested and was a generous contributor. To the convent at Victoria he made a substantial donation of money, also sending the lumber for that edifice.

Mr. Grennan married, at Utsalady, October 19, 1864, Elizabeth Augusta Hale, the ceremony being performed by Father Charles Vary, a priest under the jurisdiction of the Right Rev. A. M. A. Blanchet, bishop of Nisqually. There was no issue of the marriage. To his widow (who afterward became Mrs. M. V. B. Stacy) he left a large fortune.

JOHNS COLLINS came to Washington in 1857, and from that year until his death in 1903 lived on Puget Sound. He was at all times a most active and efficient factor in the development and upbuilding of the territory and state, as well as of the city of Seattle. Independent, full of courage, self-reliant, and possessing naturally great business sagacity, he achieved results which placed him among the most successful business men and financiers in the state of Washington. A man of strong character, positive and aggressive, and a hard and vigorous fighter for anything his judgment and conscience approved, he soon became a well-recognized force in the community.

Mr. Collins was born at Cootehill, County Cavan, Ireland, in November, 1835, and when ten years of age came to New York with his family. He remained there six years, supporting himself by his own exertions and gaining that spirit of reliance upon his own powers which is acquired only by those who are forced from early youth to make their own way in the world. During this period in New York he at times attended the public schools, but the greater part of his education was self-acquired and of the most practical kind. When sixteen years old he went to Machias, Maine, where he secured employment in the lumber camps and mills and where he remained several years. It was during this period and when he was but little more than nineteen years old that he married Mary Ann McElroy, his first wife, and at Machias their first child was born.

While working in Machias he heard much of the advantages and wonders of the Puget Sound country from the friends and acquaintances of J. P. Keller and Charles Foster, two of the founders of the Puget Mill Company, who had



John Collins

moved to the coast from Machias at about the time Mr. Collins arrived there. From the first the accounts of the new country interested him and drew him strongly toward it; but as he was now married and realized that his first duty was to his wife and child, he could not risk giving up his employment without first making more careful preparations than a single man would have felt to be necessary. He accordingly waited his chance, which finally came in the form of employment with the Puget Mill Company on the coast, and so, early in 1857, he took passage for San Francisco by way of the Isthmus of Panama and arrived at Port Gamble, then called Tekaleet, in September of the same year. There he found what he had hoped for, but he was not of the temperament to remain satisfied with average conditions. He realized that the business of the mill company was increasing rapidly, and that it was obliged to employ Indians and other laborers of a very indifferent sort who knew little or nothing about machinery, their work requiring the closest supervision. He proposed to take charge under contract of the lath mill, which was giving the management a great deal of trouble and which had never been profitable. His offer was accepted, and he soon had this work on a paying basis, and the profits were his; he thus became the first man in the northwest to make a lath mill profitable.

This success was followed by others, and continued for a period of several years, when he was incapacitated for work by an accident in the mill, and was eventually compelled to go to San Francisco for treatment. On his return to Tekaleet, now Port Gamble, he built a hotel which he managed with his usual success, and from that time forth, no matter in what other undertakings he was engaged, he was always connected with the hotel and always retained an affection for Port Gamble.

In 1865 Mr. Collins visited Seattle, which was then scarcely a rival of Tekaleet, and invested his savings in real estate; he thus early realizing that the town would, in time, be the center of development on the Sound. In 1867 he removed to Seattle and, having acquired a two-thirds interest in the Occidental Hotel, was obliged, in order to protect his investment, to assume the personal management of the hotel, although his natural business capacity tended along other lines. At that time Seattle was scarcely more than a village, but Mr. Collins foresaw its coming greatness, and from the day of his first arrival never lost faith and confidence in the city, even when the outlook was most discouraging. Realizing that the growth of the city was greatly dependent upon the development of the natural resources that lay about it, he was one of the first to invest in and contribute his support to pioneer enterprises for opening coal mines and building railroads, as well as for works of a more general public character. He joined with John Leary and others in the first work at the Talbot coal mine in 1872, and with J. M. Colman in opening the Cedar River mines in 1884, and was an early stockholder in the mines at Renton. When the people of Seattle resolved to build a railroad across the mountains to Walla Walla in opposition to the Northern Pacific, he became one of the most active promoters of that enterprise. He also organized the company and built the gas works in Seattle. In connection with these enterprises he became one of the largest real estate operators in Seattle and in other parts of the Sound country. When he contributed his time as well as his money to aid these undertakings, as he frequently did, they usually succeeded, for it became a habit with him to know all that it was possible to learn about every new business in which he became interested,

whether he embarked in it purely for the sake of profit or whether its main purpose was to advance the interest of the city of his adoption.

As his early advantages for acquiring an education had been small, Mr. Collins supplied the deficiency, as many other successful men have done, by reading. As soon as he began to earn and save money he began to buy books, and in time accumulated one of the best private libraries in the territory. While he was still at work at Port Gamble he learned that the owner of one of the best collections of books on the coast at that time had died and that the collection was for sale at Victoria, and he managed to buy a large part or perhaps the whole of it. Among the books thus acquired was a set of Pope's poetical works, of which he was ever after particularly fond. He especially admired the "Essay on Man," for, like most other successful men, he himself was a student of man. In common with most people of his race, he was not lacking in personal courage, and although exacting to a degree in all business matters he was always generous and liberal.

Aggressive, energetic, and public-spirited, Mr. Collins early became active in city affairs, and when called upon to do so served both his city and the territory in offices of trust and responsibility. He was a democrat in politics, and had already in his early residence on Puget Sound taken a more or less active part in political affairs, having been commissioner of Kitsap County. Shortly after removing to Seattle he was one of the fifteen freeholders elected by the people to prepare the charter for conducting municipal affairs, and received the largest vote of any candidate on the ticket. He was elected a member of the council of Seattle upon the organization of the city government in 1869, and

was twice reelected. In 1877 he became the seventh mayor of Seattle and made the first report on the condition of city affairs issued in the territory. He organized the several city departments more thoroughly than they had been organized before, and when a new city charter was adopted his organization for the most part remained. He was chairman of the charter committee, and while it was at work procured and read the charters of many other cities, as well as many scientific books on drainage and sanitation, in which questions he took a special interest. In 1881 he was elected to the city council for a fourth term; and he was acting mayor of the city when Mr. Villard made his first visit to Seattle after acquiring control of the Northern Pacific Railroad, and presided at the banquet accorded that gentleman and his party. While a member of the city government, both as councilman and mayor, and as a private citizen and taxpayer, he strongly urged that the city should provide its own water supply system, though his advice was not immediately followed; if it had been, the city would have been saved the expenditure of a large sum of money in later years. When the railroad company sought to gain control of a large part of the water front, and many favored a liberal policy, believing it better to placate than oppose an institution that could do so much to help or hurt the city, he stoutly resisted, pointing out the immense value of the wharf and dock property to the city and the necessity of keeping open communication with it. This fight was a long one, but he maintained his position to the end, and time has shown the soundness of his judgment.

In 1883 Mr. Collins became a member of the territorial council, in which body he served one term. He was chairman of the committee on commerce and a member of the

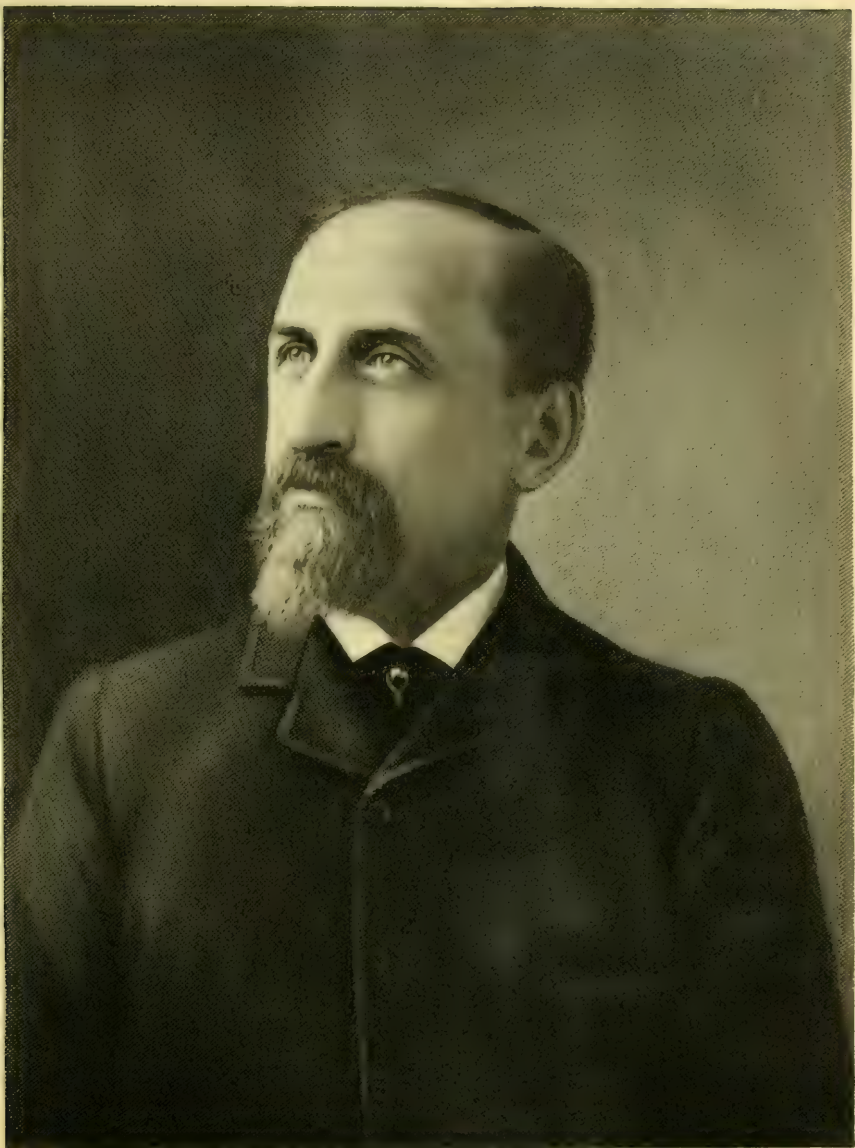
committee on ways and means. During his term he opposed the bill, which has been proposed in so many legislatures of both the territory and state, to establish a board of pilot commissioners for Puget Sound, characterizing it as a proposition "to put a needless tax on God's highway." He also secured an appropriation of six thousand dollars for the territorial (afterward the state) University, at that time the largest appropriation the legislature had ever made for that institution. So considerable an allowance was deemed extravagant by many of the members, who vigorously opposed it; it was later conceded, however, to have been the most notable as well as the most valuable measure of the session. Mr. Collins was a member of the electoral college as an elector from the state of Washington at the second election of Grover Cleveland as president of the United States.

In the management of his private affairs he displayed equal sagacity and courage. Most of his undertakings were profitable, but the few that were not so he abandoned only when the last resource had been tried and failed. In times of financial depression, when many lost hope, he displayed a bold front and seemed to be in the best of spirits; courage never failed him and faith in his own resources was a strong characteristic. On the morning after the great fire in 1889, although he had been one of the heaviest losers, he was among the first to engage men to clear away the ruins and make preparations to rebuild. "Within a year," he said to those who were inclined to be despondent, "we shall have the city rebuilt with better buildings than ever before," and he immediately began to replace the Occidental Hotel, the Collins Block, and other buildings with new ones of a more permanent character, which are still a credit to the city.

That his confidence was not misplaced is evidenced by the Seattle of today, which had its beginning in the sagacity and enterprise of citizens of his caliber.

Among the more noteworthy enterprises that Mr. Collins engaged in during the latter years of his life were two which were greatly delayed by the financial depression of 1893 and succeeding years, but which have since succeeded and become of great importance to the people of central and western Washington—the Sunnyside Irrigation Canal and the Seattle-Tacoma Interurban Railroad. The irrigation project was the first of any considerable importance undertaken in the state, and the sagebrush plain which it has converted into a region of bountiful farms and bending orchards is the chief glory of the Yakima Valley. The Interurban was bought by the Stone-Webster Company, and is now operated under the name of the Puget Sound Electric Railway Company. In both these undertakings he took the keenest interest, and he spoke of them with the greatest enthusiasm; less enterprising people regarded them as visionary, but he looked upon them, even in that time, as already necessities.

Throughout his long residence in Seattle few were more prominently identified with its welfare and progress than Mr. Collins; always strong in his faith regarding the city's future, he was an enthusiastic supporter of every movement to advance its material interests. A man of great originality, intensely practical in his ideas, and possessed of rare good sense, he was quick to perceive and to turn to account the opportunities for advancement which the northwest so plentifully offered. Firm, positive, and self-reliant, his position on any question was never a doubtful one, nor did he ever hesitate to express his views fearlessly and candidly. Although a man of strong and forceful character, he was



H. C. Donlin

still one of the most gentle and most charitable. "Few knew his benefactions," says one who knew him well and who is still living; "his charity was one of his strongest characteristics."

Mr. Collins's first wife died in 1871, leaving three daughters and one son, only the youngest of whom, Emma Louise, is now living. He was again married, in 1878, to Miss Angela Burdett Jackling, daughter of Mrs. Grace Jackling, and she, with her four children, Edana, John, Edward Bertrand, and Catherine Grennan, survive him. Mr. Collins died April 22, 1903.

DANIEL CHASE CORBIN, of Spokane, was born in Newport, New Hampshire, October 1, 1836, son of Austin and Mary (Chase) Corbin. Through both his parents he is a descendant of early New England colonists. His paternal grandfather, Dr. James Corbin, was a surgeon in the Revolutionary army and for his services received, with other army officers, a grant of land in New Hampshire near the Connecticut River. Upon this tract Mr. Corbin's father lived and died; he was the proprietor of a large farm, and also had considerable timber interests. The mother of Mr. Corbin was a daughter of Daniel Chase (likewise of New Hampshire) and a cousin of Salmon P. Chase of Ohio, who became secretary of the treasury in Lincoln's cabinet and chief-justice of the United States supreme court. Mr. Corbin is a younger brother of the late Austin Corbin of New York, noted for his extensive and successful financial and railway enterprises, especially in connection with the organization and administration (as president) of the Long Island Railroad Company.

Daniel C. Corbin received a country school education, continuing on the paternal farm in New Hampshire until the age of nineteen. He then went west, and for some three years was engaged in surveying lands under government contracts in the state of Iowa, later removing to Omaha and Nebraska City, where he was similarly occupied and also was concerned in various land transactions. From 1862 to 1864 he resided in Denver, Colorado. While there he executed contracts with the government for supplying quartermaster's stores to Fort Laramie and later engaged in transporting freight by wagon trains from the Missouri River to Denver and Salt Lake City. After a brief time in the latter place he went to Helena, Montana, and embarked in trading and financial enterprises, for five years being cashier of the First National Bank of Helena. Between 1876 and 1882 he lived in New York City, retaining, however, substantial interests in Montana, and in the latter year he resumed his residence in that territory. Upon the discovery of the Bunker Hill and Sullivan silver mine at Coeur d'Alene, Idaho, Mr. Corbin, with three or four others, erected the first concentrator there, having a capacity of seventy-five tons daily; and, convinced of the future development of the region, he placed steamboats on the lake and operated them to the old Mission at the head of the Coeur d'Alene River and also built a railway to Wardner, Wallace, and Burke. Connection was made with the Northern Pacific Railway by a short line from Coeur d'Alene City, and in 1888 Mr. Corbin sold the property to that corporation.

In the spring of 1889 he removed to Spokane, Washington, where he has since resided. During the same year he commenced the construction of the Spokane Falls and Northern Railway from Spokane to British Columbia, a

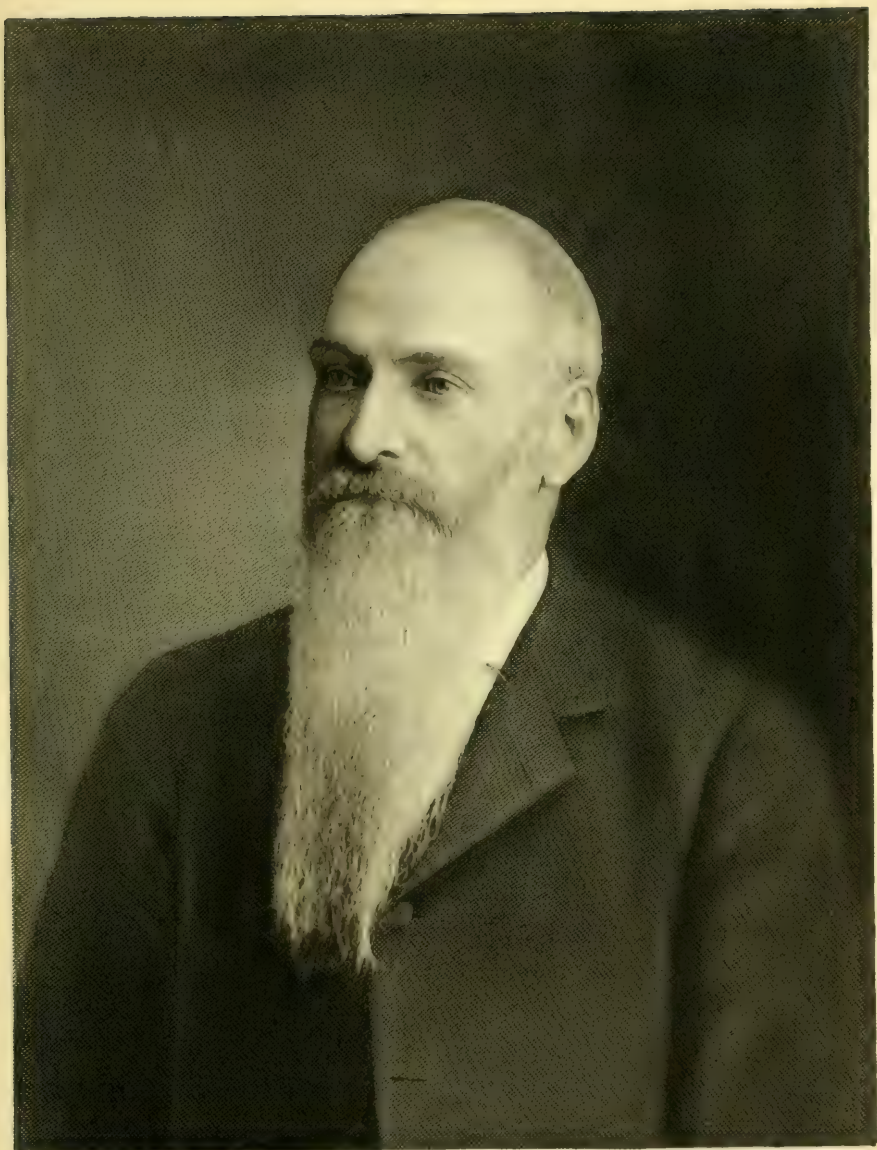
distance of one hundred and forty miles, prolonged it sixty miles to Nelson on Kootenay Lake, and also built a branch of twenty miles from Northport to Rossland, crossing the Columbia River. This line was operated until 1898, when he disposed of it to the Northern Pacific Company. In 1905, having secured a long time traffic agreement with the Canadian Pacific Railway Company, he entered upon the construction of the Spokane International Railway (one hundred and forty miles), connecting Spokane with the Canadian Pacific at Eastport-King's Gate on the international boundary line, which was completed in 1896, and of which he still continues as president.

It is thus seen that Mr. Corbin, by his varied railway constructions, has contributed in an important manner to the transportation facilities and general development of the Inland Empire centering at Spokane. In addition he has been, and is, identified with other considerable undertakings of marked utility in that region. In 1899 he organized the Washington State Sugar Company of Spokane, which has since operated the extensive beet sugar factory at Waverly, with an average annual product of sixty thousand bags of sugar, and of this company he has always been the president. He is president of the Spokane Valley Land and Water Company, which has land holdings of some six thousand acres and a water supply sufficient for the irrigation of eighteen thousand acres; and he is president of the Corbin Coal and Coke Company, whose mines embrace nearly fifteen thousand acres of coal land in British Columbia, which he has recently connected with the Canadian Pacific by a railway fourteen miles in length. He is a trustee of the Union Trust Company of Spokane.

Mr. Corbin has an only son, Austin, associated with him in his enterprises. A daughter, Louise (who died in May, 1909), married the earl of Orford, of the historic Walpole family in the British peerage; and another daughter, Mary, is the wife of Edward Balguy, of London, England.

MICHAEL M. COWLEY, of Spokane, was born in Rathdrum, County Wicklow, Ireland, May 9, 1841, son of Hugh and Bridget Cowley. His father was a successful merchant, conducting general merchandise stores in several localities, and continued in his native country. At the age of fifteen the son, animated by a desire to make a career for himself in America, left home and made the voyage from Liverpool to New York on a sailing vessel, forty-nine days being occupied in the passage.

From New York City he went to Rochester, in the same state, where a relative resided and where he obtained employment in a grocery store at eight dollars a month. He was thus engaged for some two years, when he resolved to seek his fortune in California. Lacking the means to pay his way by either of the routes of travel, he went to Leavenworth, Kansas, where a United States military expedition was outfitting for the reinforcement of General Albert Sidney Johnston in the suppression of the Mormon disturbances. Applying for employment in this expedition, he was first engaged as a teamster, but attracting the attention of one of the officers at headquarters by his ability to write neatly and correctly he was transferred to clerical work. After serving for a time in that capacity he accepted an offer at higher wages from the sutler's department. He crossed the plains and mountains with the expedition to Benicia, California, where, as the forces were no longer required for the



Mr W Cowley

original military object, they were distributed among various posts. Being sent to Beall's Crossing, Colorado (afterward called Fort Mojave), he remained there in charge of the sutler's stores until the breaking out of the Civil War in 1861. In the fall of that year he went to Portland, Oregon, and in the spring of 1862 to the mining camp at Florence, Idaho. There he was engaged actively in general merchandise business until the early part of 1864. Afterward he was similarly occupied at Wild Horse Creek in the Kootenay (British Columbia) mines, and at Bonner's Ferry, Idaho.

On the 4th of July, 1872, Mr. Cowley came to Spokane Bridge on the Spokane River seventeen miles east of the falls. This locality was also known as Kendall's Bridge, and later as Cowley's Bridge. There he established himself in business, buying and selling merchandise, conducting the bridge, and executing government contracts for the supply of the troops at Fort Coeur d'Alene. In these various transactions he was engaged very successfully until 1889, when he removed to the city of Spokane and entered the Traders' National Bank in the capacity of cashier. Five years later he became president of the bank, continuing until 1906, when he resigned and retired from active business life. One of the most prominent and respected citizens of Spokane, Mr. Cowley has throughout his residence in that community occupied a position of exceptional influence in substantial affairs. He is one of the few men now living who have been identified from the earliest times with the settlement of northeastern Washington and the region generally known as the Inland Empire, and the part he has borne has been uniformly marked by a high degree of enterprise and usefulness.

He married Annie Connelly, who was born in Ireland and died in Spokane, November 24, 1907. Their children are Mary Frances, who married J. F. Reddy, of Medford, Oregon, and has two daughters and one son; and Eleanor B., who married James Smyth, of Spokane, and has one son and one daughter.

JAMES MONAGHAN, of Spokane, was born in Belturbet, County Cavan, Ireland, September 22, 1839, third and youngest child of John and Mary Ann (O'Riley) Monaghan of that place. Left an orphan when three years old, he was reared by his maternal grandparents in Belturbet. At the age of seventeen, in 1856, he came to the United States, and for some time lived with his brother Robert, who had established himself in medical practice in New York. In 1858 he made the journey to the Pacific northwest by way of the Isthmus of Panama, arriving at Vancouver on the Columbia River in May. He was successively employed at the ferry on the Des Chutes River near The Dalles, Oregon; on the sailboats of the upper Columbia, which in those days monopolized the traffic; on the "Colonel Wright," the first steam vessel to navigate the Columbia from Wallula to Celilo; and in the operation of the ferry across the Spokane River about twenty-one miles below the present city of Spokane, finally purchasing that ferry and conducting it until 1865, when he built the bridge over the Spokane River now known as the La Pray bridge (named for Joseph La Pray, who purchased it from Mr. Monaghan). During this period he planted the first apple trees in Spokane County.

In 1869 Mr. Monaghan engaged in business in Walla Walla, and there he was married two years later. Immediately afterward he removed to what is now Chewelah



James Minaghan

in Stevens County—then a practically unsettled locality,—where he bought Indian land, conducted a trading business, and laid out the future town. At that place his eldest child, John Robert Monaghan, was born in 1873; and in the same year the family took up its residence at Colville, the principal town of northeastern Washington at that time. There Mr. Monaghan embarked upon a career of activity and success in mercantile business, and in connection with government contracts for handling the mails, supplying the troops, and other transactions. While living at Colville he served as county superintendent of schools, county commissioner, and justice of the peace. He had charge of the important business, by arrangement with the quartermaster's department, of removing the equipment and supplies from Colville down the Columbia River to Foster Creek (now Bridgeport). When the survey of that portion of the Columbia was made some years later by Lieutenant Symonds of the United States army, the name of Monaghan Rapids, in compliment to him, was given to a portion of the Columbia near the mouth of the Nespelem River. (See Rand, McNally, and Company's Map of Washington.) The transfer of the government property and supplies from the army camp at Lake Chelan across the country to the site of Fort Spokane was also made by him. Owing to his prolonged absences from Colville in these and other affairs, he established his family at Walla Walla, Mrs. Monaghan's early home. In 1882, after the new frontier post of Fort Spokane was established, he was appointed post trader, and the family joined him there. Becoming associated in various business matters with C. B. King, post trader at Fort Sherman on Lake Coeur d'Alene, Idaho, he was actively concerned in the early development of that region, whither

he removed in 1885. After the discovery of the mines (1883) he with Mr. King and others put the first steamers on Lake Coeur d'Alene, laid out Coeur d'Alene City (1884), built the first wagon road from Kingston to Murray mining camp, and made the original survey for an electric road from Coeur d'Alene to Spokane. In 1886 he sold his Coeur d'Alene interests to Mr. D. C. Corbin and his associates, and went to the city of Spokane, where he and his family have since resided.

Mr. Monaghan soon took a leading position among the energetic and representative citizens of Spokane. In 1888 he organized, with others, the corporation to build the Spokane Falls and Northern Railway, and had the line surveyed, but the following year disposed of his interest to Mr. Corbin. He was one of the principal original owners of the Cariboo gold mine in British Columbia, personally superintended the development work, and was president of the mining company until 1898, when he sold out his stock. He served as one of the fifteen freeholders who drafted the new charter of Spokane in 1891 and was chosen city commissioner under that instrument. During the panic of 1893, in common with all the substantial and enterprising men of Spokane, he suffered severely, but came successfully through it and has since been known as one of the foremost men of affairs of that community. He is a director of the Traders' National Bank and also of the Union Trust Company of Spokane.

Mr. Monaghan married, in Walla Walla, Washington, November 30, 1871, Margaret McCool, daughter of Robert and Margaret McCool. She was born in Donnamore, County Donegal, Ireland, August 12, 1852, and died in Spokane April 22, 1895. Possessing a nature of rare no-



J. McMonaghan

bility and sweetness, Mrs. Monaghan was much beloved by a wide circle of friends. To James and Margaret Monaghan six children were born, as follows: 1. John Robert Monaghan, born in Chewelah, Washington, March 26, 1873, died near Apia, Samoa, April 1, 1899. 2. Margaret Mary Monaghan, born in Colville, Washington, January 31, 1876. 3. Ellen Rosanna Monaghan, born at Fort Spokane, Washington, November 12, 1885. 4. James Hugh Monaghan, born in Spokane, Washington, November 10, 1888. 5. Agnes Isabel Monaghan, born in Spokane, November 9, 1891. 6. Charles Francis Monaghan, born in Spokane, August 12, 1894.

JOHAN ROBERT MONAGHAN, eldest child of James and Margaret (McCool) Monaghan, was born in Chewelah, Stevens County, Washington, March 26, 1873. It was the desire of his parents to give him superior educational advantages under the auspices of their religion, but the facilities for Catholic instruction were very limited in Washington in those times. At the age of eleven he was sent to the school of the Christian Brothers at St. Joseph's Academy, Oakland, California. He was in attendance there and at another school of the Brothers in Portland, Oregon, until the establishment by the Jesuit Fathers of Gonzaga College in Spokane in 1887, when he was enrolled as one of the first eighteen students. After four years in that institution (1891) he took the examinations held at Spokane for the selection of candidates for admission to the United States Military Academy at West Point and Naval Academy at Annapolis, and, receiving the highest percentage in each of the examinations, was entitled to make his choice of the two appointments. Although it was his original wish

to go to West Point, he generously waived that preference in favor of the next applicant (the son of an old army officer, who ardently desired the appointment), and accordingly entered the Naval Academy, where he was graduated with credit in 1895. He was the first from the state of Washington to go through the Naval Academy. After a two years' cruise in the Pacific on the flagship "Olympia" (visiting the Hawaiian Islands, Japan, China, and other Asiatic ports), he received his commission as ensign and was assigned to the "Monadnock" and then to the "Alert" (also of the Pacific squadron), and on the latter vessel, in the fall of 1897 and early part of 1898, made two successive voyages to Central American ports, performing survey work in connection with the proposed Nicaraguan Canal. Being transferred to the "Philadelphia," he participated in the ceremonies at Honolulu attending the annexation of the Hawaiian Islands (August, 1898), and then made a brief cruise in Central American waters, returning in January, 1899, and anchoring in the harbor of San Diego. There he was met by the members of his family. Some time previously his father had requested him to resign from the navy and engage in business, but as the Spanish War was then in progress he had felt it his duty to continue in the service. Upon his arrival at San Diego the proposal was renewed. Just at that juncture, however, came the news of serious troubles in Samoa affecting American interests, and the "Philadelphia" was ordered to proceed with all dispatch thither.

Arriving at Apia, Samoa, early in March, it was found that the situation to be dealt with was acute. Two rival chieftains, Malietoa and Mataafa, were contending for the supremacy. The three signatories to the Berlin agreement respecting Samoa, the United States, England, and Germany,

were all represented by warships in the harbor. By the determining decision of the American and English commanders, Malietoa was proclaimed king and Mataafa was ordered to disperse his forces, but defied the injunction and continued hostilities. Marines were accordingly landed from the American and English vessels, and on the 15th a bombardment was begun which lasted intermittently two weeks but had only slight effect, the enemy retiring into the bush. On the 1st of April a concerted movement was made by the allied land forces, Lieutenant Lansdale, of the "Philadelphia," commanding the American party, with which Ensign Monaghan had been serving ever since it had been put ashore. The march was through a densely wooded country, where Mataafa's men lay in ambush in large numbers. Under a deadly fire, which could not be replied to with advantage, especially as the only piece of artillery (a Colt automatic gun) brought by the marines had become disabled, a retreat was sounded. Whilst this was in progress Lansdale received a wound in the leg, shattering the bone. In the confusion of the retreat he had been left in the rear, with only Monaghan and three or four privates. He was carried some distance, when one of the privates was shot to death, and soon afterward the others fled, leaving Monaghan alone with him. Although urged repeatedly by Lansdale to save himself (as testified by the last of the men to leave) he steadily refused and stood his ground, awaiting assistance. Presently others who had been in the rear came up, and in their turn departed. The next day the bodies of Landsale and Monaghan were found lying together in the jungle.

Captain White, of the "Philadelphia," in his official report, wrote: "It is in evidence most clear that when Ensign Monaghan discovered that Lieutenant Lansdale was wound-

ed he used his best endeavors to convey him to the rear, and seizing a rifle from a disabled man made a brave defense; but undoubtedly he fell very shortly after joining Lansdale, and the hostiles, flushed with success, bore down on our men in this vicinity. The men were not in sufficient numbers to hold out any longer, and they were forced along by a fire which it was impossible to withstand. But Ensign Monaghan did stand. He stood steadfast by his wounded superior and friend, one rifle against many, one brave man against a score of savages. He knew he was doomed. He could not yield. He died in the heroic performance of duty."

Admiral (then Captain) B. H. McCalla, being requested by a correspondent to tell of the most inspiring deed of ship or man that ever came under his notice, wrote: "I know of nothing finer, or more courageous, or more heroic, than the act of Ensign J. R. Monaghan, who, on April 1 last, while attached to the 'Philadelphia' and forming one of a landing force in Samoa, alone remained with his wounded commanding officer, and gave up his life in an attempt to rescue him from the enemy." Justice Gordon, of the Washington state supreme court, in a Fourth of July address at Olympia, said: "You will search history in vain for the record of any act of bravery to excel that of Spokane's Ensign Monaghan at Samoa, presenting to the world an object lesson in heroism and friendship. Such an act perfumes the pages of history and renders it enchanting, and wherever language is spoken or history written his name shall shine on, like the stars of God, forever and ever."

His remains were brought to the United States on the "Philadelphia" and interred in Spokane amid great demonstrations of honor and sorrow. On the 25th of October,



Wiles & Moore

1906, a bronze statue to his memory was unveiled in Spokane. A memoir of his life, by H. L. McCulloch, S. J., with an appendix reciting the historical events in Samoa which led up to his death (415 pages), was published in 1906.

MILES CONWAY MOORE, the last territorial governor of Washington, was born in Rix Mills, Muskingum County, Ohio, April 17, 1845, son of Amos Lord and Mary (Monroe) Moore. His paternal family came from England and settled in Delaware, where his forefathers were engaged in the shipbuilding industry; and from that state the family migrated to Ohio. His mother was of a branch of the Monroe family to which President James Monroe belonged, her immediate ancestors having lived successively in Virginia, Pennsylvania, and Ohio.

In 1856, when the future governor was eleven years old, his parents removed to Point Bluff, Wisconsin. His father had been a merchant in Ohio, and after coming to Wisconsin embarked in the lumber business. The boy received a public school education, also attending for a time the Bronson Institute in Point Bluff. While living at home he acquired some experience of business by assisting his father. At the age of eighteen, attracted by the accounts of the mines discovered in Idaho, he, with an uncle and cousin, joined an emigrant train consisting of some forty wagons, which crossed the plains to Montana. For a short time after arriving there they mined at Bannack, and later at Alder Gulch (now Virginia City). He then set forth with a companion to make the journey to the Willamette valley in Oregon. On the edge of the Spokane prairie they took the wrong trail, which they presently learned was the Mullan military wagon road built by the government from Fort

Benton to Walla Walla. Although they had had no intention of passing through Walla Walla, and knew no one there, they thought it best to continue on that route—a decision which was destined to change Mr. Moore's entire course of life. Several days after their arrival in Walla Walla (August, 1863) the boys met Captain John Mullan, the builder of the road bearing his name, who induced them to join him and others in a prospecting expedition to the lower Pende Oreille River, near where the town of Metaline, Washington, now stands. Captain Mullan supposed himself to be in possession of a valuable secret, confided to him by some Jesuit fathers. According to the fathers, gold had been discovered there as far back as 1847, but the fact had never been made public because of their desire to continue undisturbed in their work among the Indians. Upon investigation it was found that the supposed metal was only "fool's gold," and the party lost no time in returning to Walla Walla.

That place, as the principal source of supply for the Idaho and Montana miners and the settlers and stockmen, was then the largest town in Washington Territory, having a population of about twenty-five hundred. Young Moore obtained employment as a clerk with Kyger and Reese, one of the leading mercantile firms, but after about a year gave up his position, and, going to Blackfoot City, Montana, embarked in trade on his own account. He had the agency for A. J. Oliver and Company, who operated stage lines and did an express business. In those days the charge for carrying a letter from Virginia City to Blackfoot City was thirty-five cents, and newspapers sold in Blackfoot City for a dollar apiece.

In the fall of 1866 he left Montana and resumed his residence in Walla Walla, becoming a partner in the book and

stationery store of H. E. Johnson and Company. Two years later he disposed of his interest and made a visit to his old home in Wisconsin. After about a year there he again came to Walla Walla, bringing his parents with him, where he has lived without interruption to the present time. Establishing himself in mercantile business as a member of the firm of Paine Brothers and Moore in the fall of 1869, he continued in that relation for the next nine years, enjoying a successful and prosperous trade. Later he was associated with his brother in the grain trade in the Palouse region, the firm style being C. and M. C. Moore.

Meantime he became prominent in municipal affairs, serving as a member of the city council of Walla Walla in 1877 and mayor in 1878. While occupying the latter office he entertained General William T. Sherman, who passed through the city on his way from the Yellowstone region to the coast; and he also entertained Senator Morton and Secretary of War Ramsay, with their parties, on the occasions of their visits during his term as mayor.

He was appointed governor of Washington Territory by President Harrison, March 21, 1889, assuming the duties of the position April 9, and continuing until November 11, 1889, when the first administration elected under the state constitution succeeded. His service in the executive office was marked by capacity, industry, and straightforward, business-like methods, and received the very cordial commendation of the press and citizens generally without reference to party connections. His address at Olympia upon retiring from the governorship, in which he briefly reviewed the past as contrasting with the new conditions, predicted the coming development, and formally welcomed the state administration, was a model of its kind. Though in no way intend-

ed as an attempt at oratory, it was widely commented on for its peculiar felicity and force; and with propriety the portion of it specially pertinent to the occasion on which it was delivered may be quoted here. After picturing the early times and referring to the progress made, Governor Moore said:

"The old settler finds himself in the midst of a strange, new age and almost uncomprehended scenes. The old order of things has passed away, but your sturdy, self-reliant pioneer looks not mournfully into the past. He is with you in the living present, with you here today, rejoicing in the marvellous prosperity visible everywhere around him, rejoicing to see the empire which he wrested from the savage foes become the home of a happy people, rejoiced to see that empire, emerged from the condition of territorial vassalage, put on the robes of sovereignty.

"We are assembled here today to celebrate this event, the most important in the history of Washington, and to put in motion the wheels of the new state government. Through many slow revolving years the people of Washington have waited for these exalted privileges. So quietly have they come at last, so quietly have we passed from political infancy to the manly strength and independence of statehood, that we scarce can realize that we have attained the fruition of our hopes.

"Let us not forget, in this hour of rejoicing, the responsibility that comes with autonomy. Let us not forget that under statehood life will still have woes; that there will still be want and misery and crime in this fairland of ours. To reduce these to the minimum is the problem of statesmanship. A good foundation has been laid in the adoption of an admirable constitution, a constitution pronounced by eminent authority 'as good as any state now has, and probably as good as any will ever get.' Upon this you are to build the superstructure of the commonwealth by enacting laws for the millions who are to dwell therein. You have the storehouse of the centuries from which to draw; the crystallized experience of law-makers from the days of the code of Justinian down to present times. To fail to give us good laws will be to 'sin against light.' 'Unto whomsoever much is given, of him shall be much required.' The eyes of all the people are upon you. It is hoped and confidently expected you will bring to the discharge of your duties wisdom, industry, and lofty patriotism; that when your work is done it will be found to have been well done; that capital and labor will here

have equal recognition and absolute protection; that here will arise an ideal commonwealth, the home of a race to match our mountains, worthy to wear the name of Washington."

His business undertakings, both before his appointment as governor and after returning to private life, continued to be marked by enterprise and successful achievement. In 1878 he became associated with his father-in-law, Dr. D. S. Baker, the pioneer railroad builder and capitalist, and the firm of M. C. Moore and Company was organized, which was for several years engaged extensively in the grain trade. Afterward he was connected with Dr. Baker in various railroad construction, banking, and other interests. In 1889 he was elected vice-president of the Baker-Boyer National Bank of Walla Walla (the oldest bank in Washington), and since Mr. Boyer's death he has been its president. He is president of M. C. Moore and Sons, one of the representative concerns in loan, investment, and realty transactions, which, among other property interests, owns the Equitable bank and office building in Tacoma, and has extensive holdings of farm land in the best sections of eastern Washington; and he is a stockholder in the Exchange National Bank of Spokane, the National Bank of Commerce and Metropolitan Bank of Seattle, and several small banks in Washington and Oregon.

Ex-Governor Moore is a member for the state of Washington of the executive council of the American Bankers' Association. He is a trustee and member of the board of overseers of Whitman College. In politics he has always been a republican. He is an Elk, and belongs to the Rainier Club of Seattle, the Union Club of Tacoma, and the Arlington Club of Portland, Oregon.

He married, March 26, 1873, Mary Elizabeth Baker, daughter of Dr. D. S. Baker, of Walla Walla, and has three sons, Frank Allen, Walter Baker, and Robert L.

JOSEPH R. LEWIS, chief-justice of the supreme court of Washington Territory from 1875 to 1879, and for many years a distinguished and influential citizen of the territory and state, was born in London, Ohio, September 17, 1829, son of Colonel Philip and Abigail (Melvin) Lewis. His father was of Welsh ancestry and was a native of Pennsylvania, removing in 1803 to Ohio, where he finally settled in Madison County; he served for several terms as sheriff of that county and also was a member of the Ohio state senate and house of representatives. The mother of Judge Lewis was of South Carolina Huguenot stock, was born in eastern Tennessee, and came at an early age to Ohio, where she married Colonel Philip Lewis.

Joseph R. Lewis received a public school education, also attending the academy of London, Ohio. At the age of seventeen he engaged in teaching, an occupation which he pursued for some five years in his native county, meantime studying law and general literature with Hon. Richard A. Harrison, a prominent attorney of Columbus, Ohio. He was admitted to the bar by the Ohio supreme court in 1854, and soon afterward went to Iowa, where he taught school for three months and then (July, 1855) embarked in the practice of his profession at Washington, Washington County. From 1856 to January, 1859, he was prosecuting attorney of the county, and subsequently for a period of ten years he continued his legal business in the same state very actively and successfully. In 1856 he was in attendance at the memorable convention held in Iowa City, which formed the republican party; and he has ever since been a supporter of the principles of that organization. Upon the recommendation of the governor of Iowa and all the state's judges and members of congress, he was appointed



J. H. Lewis

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by President Grant, April 15, 1869, and confirmed by the senate, to the office of chief-justice of the supreme court of the territory of Idaho, and at once proceeded to Boise City, arriving in the last week of May. On the first day of June he opened a term of the district court at Silver City in the Owyhee mining district. At the beginning of his administration as chief-justice there was a large docket awaiting attention, which included twenty murder cases and many important civil suits. His judicial career in Idaho was marked throughout by a vigorous enforcement of the laws, by which he incurred to a large extent the enmity of the criminal classes. During his continuance in the office he held court in various parts of the district and organized the first court held in the Mormon district at Malad. He was appointed and confirmed, May 25, 1871, associate-justice of the supreme court of New Mexico, but did not accept that position. After a visit to the national capital in the summer of 1871 he returned to Idaho to act as counsel in several important cases in the district and supreme courts of the territory. While thus engaged in practice he received the appointment, March 21, 1872, of associate-justice of the supreme court of Washington Territory, and, entering upon his new duties, was assigned to the Walla Walla district. On the 26th of January, 1875, he was promoted to the chief-justiceship. Soon afterward he removed to Seattle, and he continued to serve as chief-justice until the close of his term in 1879, holding court in Seattle, Steilacoom, Tacoma, Port Townsend, and La Conner.

Immediately after his retirement as chief-justice of the territory of Washington he opened a law office in Seattle, where he pursued his professional business very successfully for some four years. He then sold his law library and withdrew from active practice.

Judge Lewis was one of the committee of fifteen that effected the organization of the school system of Seattle. In 1885 he was a member of the legislature. He took the leading part in establishing the First National Bank of Yakima (1885), was its president until November, 1889, when he sold his stock and resigned, and again became its president in November, 1890. In addition, he assisted in organizing the banking house of Dexter Horton and Company, of Seattle, and was one of its early stockholders and directors. He acted as chairman of the building committee which erected the First Methodist Church of Seattle in 1888-9. Upon the creation of the Seattle charter commission (1890) he was made a member of that body, on which he served with marked efficiency, urging the dual government plan, which was ultimately adopted, and drafting the article on public works.

Judge Lewis married, first, in 1859, in Washington, Iowa, Mary A. Chapman, and has two sons, Howard W. and Joseph C. He married, second, November 30, 1896, Mrs. Eliza A. Richards (née Ballard), widow of Dr. Richards, of Lincoln, Nebraska. He now resides in the city of Los Angeles, California.

CHAUNCEY WRIGHT GRIGGS, one of the founders and for twenty years or more president of the St. Paul and Tacoma Lumber Company and its several allied corporations, was born in Tolland, Connecticut, December 31, 1832. The family is of English descent. Colonel Griggs's grandfather, Stephen Griggs, came to Connecticut during the eighteenth century; his mother, Heartie Dimmock, was of an older New England family, who traced their ancestry to the Dimmocks of England in the time of the early Plantagenets. His father, Chauncey Griggs, was



C.W. GRIGGS

born in 1810 and accumulated a considerable fortune. He was a member of the Connecticut legislature, judge of the probate court, and captain of militia.

Colonel Griggs was educated in the public schools and at Monson Academy, in Massachusetts, from which he graduated when eighteen years old. After teaching school for a time he engaged in merchandising and various other occupations that took him to the states of Ohio, Michigan, and Iowa, until 1856, when he went to St. Paul, Minnesota, and in that city his active and successful business career really began. He made money as merchant, contractor, and real estate dealer during the five succeeding years, and was already regarded as a successful and prosperous business man when the Civil War began. He was one of the first to enlist, with others raised Company B, Third Minnesota Infantry, and was mustered in as captain of that company October 12, 1861. The regiment left Fort Snelling November 17, and two days later was attached to General Mitchell's brigade in the army of the Cumberland at Camp Jenkins, Kentucky. During his first six months of service Captain Griggs was promoted to lieutenant-colonel. After the battle of Shiloh the regiment was ordered to Murfreesboro, Tennessee, with other troops, to guard supplies and hold the Nashville and Chattanooga Railroad. At that place on the morning of July 13, 1862, a part of the brigade, then under command of General T. T. Crittenden, was attacked by General Forrest with a superior force of cavalry and artillery, and a lively battle ensued, lasting until the afternoon. Only a part of the federal force was brought into action. Although within sound of the fighting, the Third Minnesota, with Hewitt's First Kentucky battery of four guns, was not allowed to take part in it, being held back and finally surrendered by

the commanding officer. General Crittenden in his report of the engagement said: "The Third Minnesota was a splendidly drilled regiment. The officers and men were anxious to fight, but Colonel Lester held them there without seeing any enemy in force. Colonel Lester received two dispatches from Lieutenant-Colonel Parkhurst, begging for aid, but would afford none. When all was lost except his own command, Colonel Lester went under a flag of truce to see Colonel Duffield, and there saw the enemy, who had not dared to come within range of his artillery, and was so impressed with what he saw that he returned, determined to surrender. This is proved by his calling a council of his company commanders and his lieutenant-colonel (Chauncey W. Griggs). They, by a viva-voce vote, decided to fight. Part of them went from the council. Colonel Lester reopened and reargued the matter. A ballot vote was taken and the force was surrendered. This was done by the statements and influence of Colonel Lester. Lieutenant-Colonel Griggs bitterly opposed the surrender and voted against it to the last. Not a man was killed in the line of the Third Minnesota during the day. I state the facts without comment."

After the surrender Colonel Griggs, with other officers, was taken to Madison, Georgia. They were kept under guard in an old tobacco warehouse and then removed to Libby prison at Richmond, where they were exchanged after an experience of about three months as prisoners of war. The men, who had meantime been paroled, were also exchanged, and in December, 1862, the regiment was reorganized at St. Paul with Colonel Griggs as its commander, all its officers who had voted in favor of the surrender having been removed. It was again sent to the front in March,

1863, and operated along the Tennessee River, at Fort Heiman, Izetta, Haines' Bluff, and elsewhere, taking an important part in the Vicksburg campaign. During a large part of the time Colonel Griggs, though holding only a colonel's commission, commanded a brigade composed of his own regiment, the One Hundred and Eleventh Illinois, and part of a Kentucky regiment, in the sixth division of the sixteenth corps, army of the Tennessee.

After retiring from his command Colonel Griggs returned to St. Paul and resumed business, remaining there until 1888. He was president of the Lehigh Coal and Iron Company of that city and organized the wholesale grocery house of Griggs, Copper, and Company, in which he retained his interest after removing to Washington. He was also for twenty years a director in three national banks. Among his associates in one or more of these enterprises was James J. Hill, president of the Great Northern Railroad, and Addison G. Foster, who was afterward senator from this state.

In 1888 he came to Tacoma to confer with President Oakes of the Northern Pacific Railroad with a view of purchasing timber land and engaging in the manufacture of lumber. There he met Henry Hewitt, Jr., and Charles H. Jones, who were visiting the territory on a similar errand, and negotiations were opened which resulted in the organization of the St. Paul and Tacoma Lumber Company, one of the largest concerns of the kind in the world. At that time the fir and cedar lumber of Washington and Oregon were unknown in the markets east of the Rocky Mountains, but the pine forests of Wisconsin, Michigan, and Minnesota were so nearly exhausted that it was apparent that the great states on both sides of the Mississippi north of the Ohio would soon need lumber from a new source. Whether it could be

supplied from the coast in competition with the yellow pine and cypress of the southern states remained to be determined by actual test.

Colonel Griggs and his new partners resolved to make the test, and, having arranged to purchase ninety thousand acres of timber and a site for their mill in Tacoma, and made such arrangements with the railroad company as were possible for shipping lumber to the markets of the interior, the company was formed with Colonel Griggs, A. G. Foster, Henry Hewitt, Jr., and Charles H. Jones as its principal stockholders, and George Browne and Percy D. Norton holding smaller interests. A force of ten or twelve cruisers was brought out from Minnesota and Wisconsin to select the timber to be purchased, and during the following year the company's first mill was built. It was equipped with the newest machinery of the time, including band saws, automatic log shifters, and other devices, some of which older mill men on the Sound were confident would never cut or handle fir logs. But they were found to work admirably and are now in quite general use.

The introduction of fir, cedar, and spruce lumber from the coast in the states along the upper Mississippi and Missouri rivers was an expensive and for some time a doubtful experiment. The competition with lumber from the south was very close, but the trade was successfully established. The company also established sales yards in California and in time got its share of the business with foreign ports. In 1901 a second mill was built with a capacity equal to the first—together about half a million feet per day.

Colonel Griggs was president of the company from its foundation until his health failed in 1907, when he was succeeded by his son, Captain (now Major) Everett G.



Ed. Brown.

Griggs. He was also president of the Fidelity Trust Company bank three years, president of the Pacific Meat Company, which built the first complete slaughtering and packing house in Tacoma, president of the Puget Sound Dry Dock Company and of the Chehalis and Pacific Land Company, and a stockholder and director in a dozen other companies, including the West Coast Grocery Company and the Wilkeson Coal and Coke Company.

He was a democrat. While in St. Paul he served in the board of aldermen and was also a representative in the legislature of Minnesota and a state senator. After coming to Washington he was the candidate of his party in two elections for United States senator.

Colonel Griggs was married, April 18, 1858, to Martha A. Gallup, and they had six children, Chauncey M., Heartie D., Herbert S., Everett G., Theodore W., and Anna B.

GEORGE BROWNE, of Tacoma, is descended from an old New England family, William Browne, its earliest representative in this country, having come from Lancashire, England, to Salem, Massachusetts, in 1635. His mother, Johanna C. Nichols, was a native of Boston. The family removed to New York when George was still a youth, and he received his education in the schools of that city. Before he had attained his majority the Civil War began, and he enlisted in the Sixth Independent Horse Battery and had served in it nearly a year before celebrating his twenty-first birthday. During his three years and four months of service with that organization he participated in some of the greatest battles fought by the army of the Potomac and many smaller ones, and when mustered out was its senior first lieutenant. He commanded the battery in the

action at Kelly's Ford on the Rappahannock, March 17, 1863, made the report of its part in the fight, and was handsomely complimented by General Averell, who was in command, for his promptness, courage, and skill displayed during the engagement. He was also mentioned by General Pleasanton in the report of the battle of Chancellorsville, the guns commanded by him being part of the twenty-two which that general hastily collected and threw into line to oppose the victorious charge of Stonewall Jackson's troops after the eleventh corps had been routed. "The guns," General Pleasanton said, "were served with great difficulty, owing to the way the cannoneers were interfered with in their duties. Carriages, wagons, horses without riders, and panic-stricken infantry were rushing through and through the battery, overturning guns and limbers, smashing caissons, and trampling horse-holders under them. While Lieutenant Browne was bringing his section into position, a caisson, without drivers, came tearing through, upsetting his right piece and seriously injuring one of his drivers, carried away both detachments of his horses, and breaking the caisson so badly as to necessitate its being left on the field." General D. McM. Gregg complimented him for his part in the action at Cedar Run on October 12, 1863. In the following year he was with Sheridan in the raid made to cut Lee's communications with Richmond during the battles of the Wilderness and Spottsylvania, and was in the action at Yellow Tavern near Richmond in which the great cavalry leader of the Confederacy, General J. E. B. Stewart, was mortally wounded.

After the war he engaged in business in Wall Street and acquired what he then regarded as a sufficient fortune. Retiring from business, he made a visit to Europe, but on

his return joined with Colonel C. W. Griggs, Henry Hewitt, and others in organizing the St. Paul and Tacoma Lumber Company and its many allied corporations, in several of which he has been for years an officer. He removed to Tacoma, and that city has since been his home.

Mr. Browne was elected to the first state legislature as a republican and served one term. He never sought office, but always took a lively interest in public affairs. He was one of the earliest park commissioners of Tacoma, devoting much time to the duties of that office. Before the city had any parks he had planted at his own expense the fine row of poplars still to be seen on South E Street, the city afterward reimbursing him for the outlay. He selected and personally superintended the planting of most of the trees in Wright Park. Some of them he procured from southern California, some from Japan, and some from other countries. Among those first planted were many walnut trees, which he hoped would thrive so well that some day the school children might go to the park to gather nuts. The rhododendrons in the park he procured from Belgium, and many of the other flowering shrubs were obtained from other foreign countries. He laid out the drive around Point Defiance Park, so arranging it as to save as many of the great trees as possible, as well as to make the most of all its natural features, for he had seen Central Park in New York developed from its beginning, and knew the value of such natural advantages. He purchased the first elk for that park, although the cost was subsequently repaid him.

Mr. Browne was one of the founders of the First Free Church in Tacoma, of which he is still a member. He is also a charter member of the Union Club and one of its past

presidents, belongs to the Country Club, the Tennis Club and several others, and is a life member of Lebanon lodge No. 104, F. and A. M.

He was married, August 6, 1873, to Ella Haskell, and they have three sons: George Albert, John White, and Belmore Haskell.

HENRY HEWITT, Jr., who is probably the largest individual owner of standing timber in Washington, as well as a manufacturer of lumber on a large scale, was born in Lancashire, England, in 1840. His parents removed to this country in the following year and settled in Racine, Wisconsin, where his father engaged in contracting and was successful, building a section of the Illinois and Mississippi Canal near Chicago, later being associated with Alexander Mitchell in building the Milwaukee and St. Paul Railroad, and also undertaking and completing several important public contracts. While these enterprises were in progress the family lived for a number of years at Kaukana, Wisconsin, and later at Menasha, in the public schools of which places Henry Hewitt, Jr., obtained all the training he ever received from educational institutions. When scarcely more than a boy he took a contract to build a lock and dam for the Fox and Wisconsin Canal Company, receiving a considerable part of his pay in timber lands. His father had also at one time and another acquired a good deal of standing timber, and this the son, at the age of eighteen, had undertaken to cruise, becoming an expert in that business. He had likewise accumulated a fund of information in regard to the lumber business that gave him unbounded confidence in its future. He continued to work as a cruiser and to acquire timber land until 1866, when he met with an accident that



Henry Hewitt

compelled him to quit cruising, though he did not stop buying timber as opportunity offered and his means permitted. For the next ten years he was cashier in the First National Bank in Menasha, which his father had organized and in which he was himself the controlling stockholder. At the end of that time his interests in timber and mineral lands had become so numerous, so scattered, and so valuable as to require his whole attention. He had nearly one hundred million feet of pine timber in Michigan and about forty thousand acres in Arkansas, in addition to what he owned in Wisconsin, altogether some one hundred and fifty million feet, most or all of which was in demand by mills that had already exhausted their own supply.

In 1887 and 1888 Mr. Hewitt made a tour through New Mexico, Arizona, and the coast states, and determined that the time was ripe to begin investing in their timber. Returning east he joined with Colonel C. W. Griggs, Addison G. Foster, George Browne, and his brother-in-law, Charles H. Jones, in organizing the St. Paul and Tacoma Lumber Company, which bought ninety thousand acres of standing timber from the Northern Pacific Railroad Company and built a mill at Tacoma in 1889, now the largest in the state and one of the principal mills of the world. In this property Mr. Hewitt owns a quarter interest. In addition to his share in the timber holdings of this company (which have been largely increased since the original purchase), he has bought timber lands on his own account, not only in Washington but in Oregon, California, Arkansas, Kansas, Missouri, and British Columbia. While he has sold timber from time to time when he could do so at a satisfactory price, his policy has been to increase his holdings rather than diminish them, holding to the theory that the owner of timber at the

present time must make more by its growth each year than could be gained by sawing it into lumber at prevailing prices.

Though never a speculator, or even a large investor in city property, he realized on coming to the Sound that that one of its several towns which should soonest secure a number of thriving factories, and so gain the lead as a manufacturing center, would take precedence of all the others and probably become the principal city. He believed that mills and factories, in considerable numbers, must soon come to make use of the material that he was purchasing in such large quantities, and knew that as the owner of that material he could have much influence in deciding where they should locate. His acquaintance among eastern manufacturers and capitalists was considerable, and he expected to persuade many of them to make investments and start new enterprises in Washington. As a city builder his influence was therefore likely to be considerable, particularly if he could induce those who had most to gain by the development of the cities and towns already started to offer the inducements necessary to attract the factory builders. But not meeting the coöperation he expected from that direction, he resolved to start a city of his own. The east shore of Possession Sound, south of the mouth of the Snohomish River, offered a favorable location for such an enterprise. It had been one of the three points which the directors of the Northern Pacific Railroad had considered with favor before Tacoma was finally selected as the terminus. Its harbor was commodious, it was nearer the ocean than Tacoma or Seattle, and there was abundant timber and a fair supply of coal and other minerals accessible to it. Purchasing a large amount of land in the neighborhood, he laid out the city of Everett, graded its principal streets, and built an electric

light plant and a fine hotel; and the city came into existence with three lumber mills, five shingle mills, a smelter, a nail factory, a paper and pulp mill, and two national banks, which he finally controlled. No town anywhere ever began with so many of the accessories of a city. It had a theatre, a newspaper, churches, and schools, and its streets were provided with sidewalks and were brilliantly lighted at night before it was scarcely more than a year old.

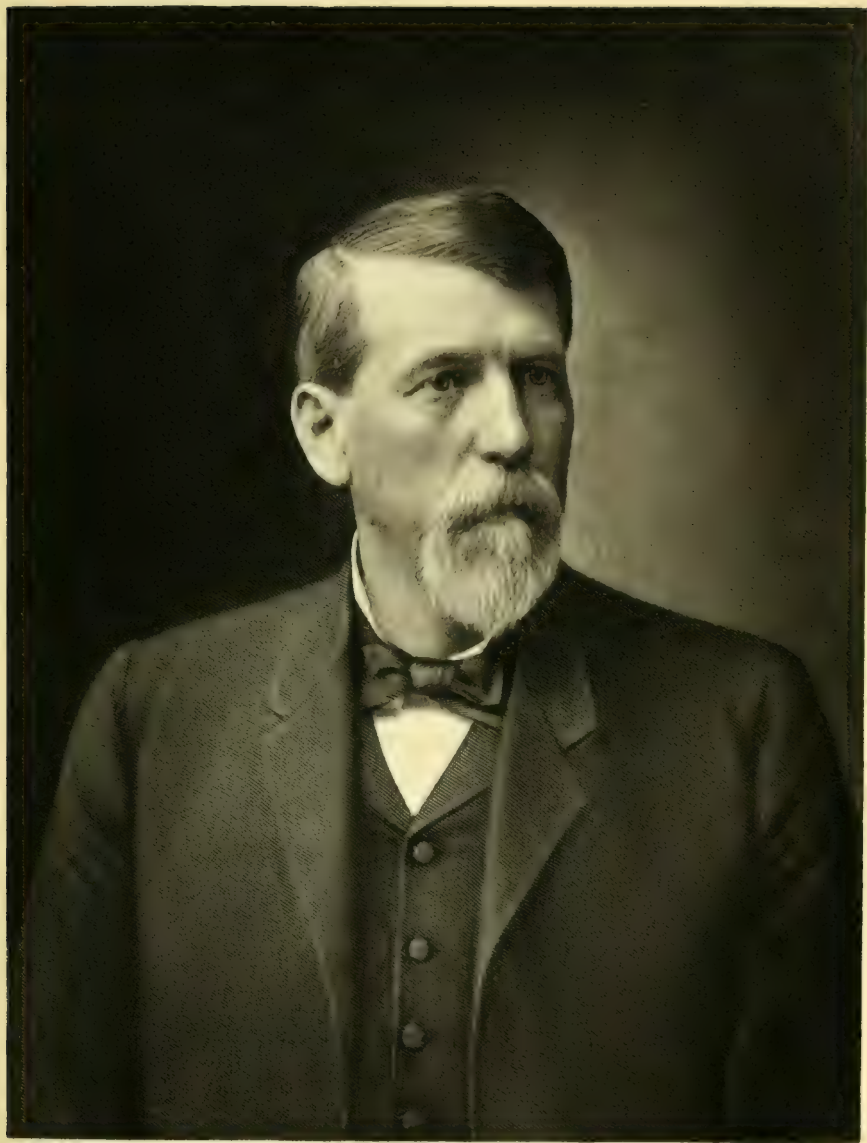
Among those whom Mr. Hewitt had interested in his city building enterprise were John D. Rockefeller, Charles L. Colby, and Colgate Hoyt, of New York, who furnished a large share of the capital to get the town started and to establish some of its more important industries. When the panic of 1893 began these parties wished to bond the city for a million and a half and continue improvements, but Mr. Hewitt favored a more conservative policy, and although he remained in charge while the depression lasted, bringing the banks and other enterprises in which he was interested through without a failure, he later sold out his interest to the other partners, and he has since devoted his energies to his private affairs and the building up of the St. Paul and Tacoma Lumber Company.

He is still a large buyer of timber and of mining properties of various sorts, particularly coal, iron, and copper; has a farm of six thousand acres in eastern Oregon, for which he has built an independent irrigation system, owns a coal mine, as well as large tracts of timber land, near Coos Bay in Oregon; has constructed electric light and up-to-date gas plants for the towns of Marshfield and North Bend on that harbor, and is soon to connect them by an electric railroad. He is president of the Cordova Copper Company, which owns very promising copper deposits in Alaska near Cordova

Harbor. His largest interests, however, are in Washington, California, Oregon, and British Columbia. Besides his interest in the St. Paul and Tacoma Lumber Company, he is the largest steel holder in the Tacoma Steel Company, which owns deposits of iron on Texada Island as well as at other points on or near the Sound; president and principal stockholder in the Wilkeson Coal and Coke Company; a large stockholder in the Connelsville Coal and Coke Company; a director in the Tacoma Coal and Coke Company, owning and operating mines near Fairfax; a stockholder in the Fidelity Trust Company of Tacoma; president and owner of the Climax Land Company, the Hewitt Investment Company, and the Hewitt Land Company, and a director and large holder of stock in the Chehalis and Pacific Land Company.

During the years of depression that followed the panic of 1893 he made a tour of the Hawaiian Islands, Australia, the Philippine Islands, China, Japan, and Russia, for the purpose of establishing trade relations in lumber with those countries, as well as for rest and recreation. He was everywhere entertained by the principal business men, and for the first time in his life found that he could make an entertaining after-dinner speech. He was entertaining because he had something to say that those who entertained him wished to hear. He returned from the trip with enlarged views in regard to the possibilities of our trade relations with the orient and more confident than ever of the future prosperity of its people.

Mr. Hewitt was a charter member of the Union Club, and is also a member of the Commercial and Country clubs and the Chamber of Commerce of Tacoma. He attends the First Congregational Church, and has taken an earnest



C. H. Jones

interest in the Young Men's Christian Association, contributing liberally of his time, influence, and money toward the construction of the new building which the organization is now completing in Tacoma. In politics he is a republican, and in public affairs generally his interest is sincere, though never ostentatious.

He was married, at Menasha, Wisconsin, in 1869, to Rocena L. Jones, and they have five children: William (who, like his father, is in the lumber business), Henry, John, Clara (now Mrs. Charles Lea, of Seattle), and Mary (Mrs. Albert Sutton, of San Francisco).

CHARLES HEBARD JONES was born in East Randolph, Vermont, April 13, 1845. He is a son of Daniel and Clarissa (Hebard) Jones, both of whom were members of old New England families. They removed in 1851 to Wisconsin, where the father was many years engaged in the manufacture of wooden ware, also at one time owning a sawmill and later a hub and spoke factory at Menasha.

As a boy Charles H. Jones worked about his father's mill and in the hub and spoke factory, attended the public schools at Menasha, and for one year was a student in Lawrence University at Appleton. Then he taught school one term, and on May 2, 1864, enlisted in Company D, Forty-first Wisconsin Infantry, in which he was a first corporal. After completing his term of service he returned to Menasha and for one year studied in Ripon College, but impaired health caused him to quit school and seek more active employment in business. He worked for his father for a time and then went to Menominee, Michigan, where he was employed in the sawmill of Hewitt, Buell, and Porter. Next he engaged in logging on his own account and for one

season ran a mill under contract with its owners. In 1870 and 1871 he was in partnership with a Mr. Fay, as Fay and Jones, and in 1872-73 continued the business as C. H. Jones and Company. This firm was fairly successful until the panic of 1873 swept everything away, Mr. Jones having after that crash, when his affairs were settled, only twenty-six dollars to show for something more than five years' experience in business. It took him five more years, working as manager of a stave factory at Dexterville, Wisconsin, and at other employments, to accumulate the capital of two thousand, five hundred dollars with which he made his next start. With Henry Hewitt, Jr. (his brother-in-law), for a partner, he rehabilitated an old water-power mill at Menasha, and after running it something more than a year the firm of Ramsay and Jones was formed, which subsequently secured control of the mill at Menominee that Jones and his former partners had lost in 1873, refitted and enlarged it, and ran it with success until Mr. Ramsay's death in 1908. This firm still has large holdings of logged-off lands in both Michigan and Wisconsin.

In 1887 Mr. Jones made his first visit to the coast, in company with Henry Hewitt, Jr. They came to buy timber, and, if conditions suited them, to build a mill, though their plans were then rather indefinite. At the Tacoma Hotel they met, for the first time, Colonel C. W. Griggs of St. Paul. He, too, was visiting the territory to buy timber and perhaps build a mill. Through him they were introduced to President Oakes, of the Northern Pacific Railroad, who was in town, and he suggested that they unite their interests and form a large company instead of two smaller ones. The proposal was not objectionable to either party, and in a few days the plans for forming the St. Paul and Tacoma Lumber

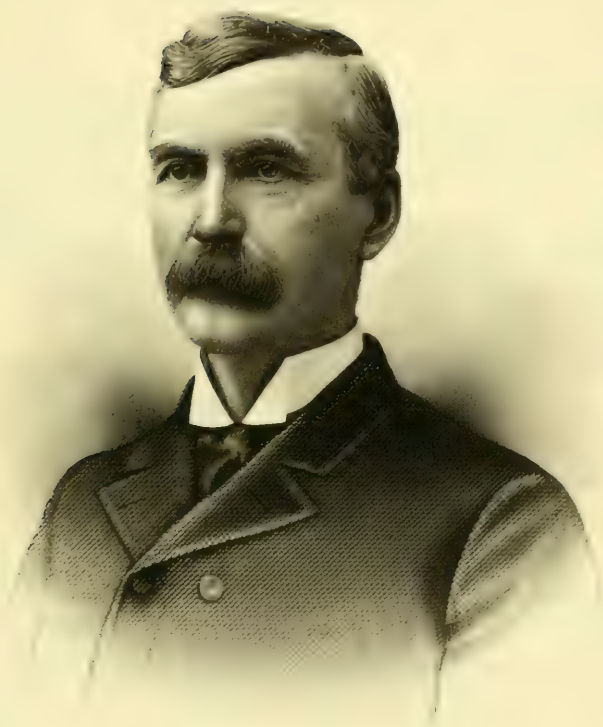
Company were worked out provisionally. The price and terms at which the railroad should sell the new company as much timber as it required, and a site for its mill in Tacoma, were agreed upon, and after making a trip through Mason and Chehalis counties, and inspecting the mills and timber in those regions, Mr. Jones went to San Francisco and thence home.

Within a few months the St. Paul and Tacoma Lumber Company was organized, with Chauncey W. Griggs and Addison G. Foster—at that time his partner in St. Paul,—Henry Hewitt, Jr., and Charles H. Jones as its principal stockholders, and Percy D. Norton and George Browne also holding considerable interests. Hewitt and Jones and some of the other parties in interest returned to Tacoma to select a site for the mill, and Mr. Jones, as the practical millman of the party, was to have charge of building it. They brought with them about a dozen experienced cruisers, who were to select what timber they wanted out of sixteen townships, mostly in Pierce County, and some ninety thousand acres were in time chosen and purchased. The choice of a site for the mill early became a matter of importance, and several locations on the water front, between the head of the bay and Point Defiance, were proposed, but Mr. Jones preferred the tide flats and would consider no other. There were at that time no buildings of any kind on the flats. Many people contended that no foundation could be made there to support the engines and machinery; that the mill, if built there, would be subject to floods; that no log pond could be made there that would hold logs when the tide was in or float them when it was out—and all other possible objections were urged, but to no purpose. Mr. Jones knew the value of room for piling lumber and for other purposes,

and as this mill was to make the first experiment at introducing the fir and cedar lumber of the coast in the markets of the interior, it would need more room for railroad tracks than could be had anywhere but on the flats. So the mill was located on its present site, although many people believed it could never be successfully operated at that place.

The party brought a millwright with them from the east, and after he and Mr. Jones had inspected the principal mills on the Sound, the company's first mill was planned, and it was built during that and the following year. In it were installed the first band saws used either in Washington or Oregon. Previously to that time the circular saws used to cut fir logs had been made unusually strong, some of the larger ones cutting a kerf half an inch or more in width. The older mill men did not believe that the thin band saws would cut our hard fir, particularly where the logs were large or contained a considerable quantity of pitch, but they have been found to work as well in fir and cedar as in soft pine. The mill also contained other kinds of new machinery, of which the older millmen doubted the utility, but it all worked successfully.

Until the mill at Menominee, owned by Ramsay and Jones, had cut all the timber tributary to it, and the firm's business was wound up, Mr. Jones divided his time between Wisconsin and Washington, spending about half of each year in either place. In 1901 he bought a controlling interest in the Northwestern Lumber Company, which had built one of the first mills on Gray's Harbor, with a capacity of 135,000 feet per day. Since then he has given a large share of his time to the management of that property, though retaining his interest in the St. Paul and Tacoma company.



A. Macduntosh

Mr. Jones was married, June 25, 1872, to Franke M. Tobey, at Jay, New York. He attends the Congregational church and is a member of the Commercial and Country clubs of Tacoma. He is a republican, but has never sought office.

ANGUS MACKINTOSH was born in Caledona, Prescott County, Canada, June 23, 1839, son of Norman and Christy (Morrison) Mackintosh, both of whom were natives of Scotland. He received his early education in the schools of his neighborhood, and when between fifteen and sixteen years old began teaching to earn the money required for a collegiate course. After attending McGill College (Canada) he went to Philadelphia, Pennsylvania, where he graduated from the Commercial Academy in 1862. During the Civil War he enlisted in the army, serving in the commissary department until disabled by sickness (1863). Subsequently he was for some years engaged in the lumbering business in Michigan.

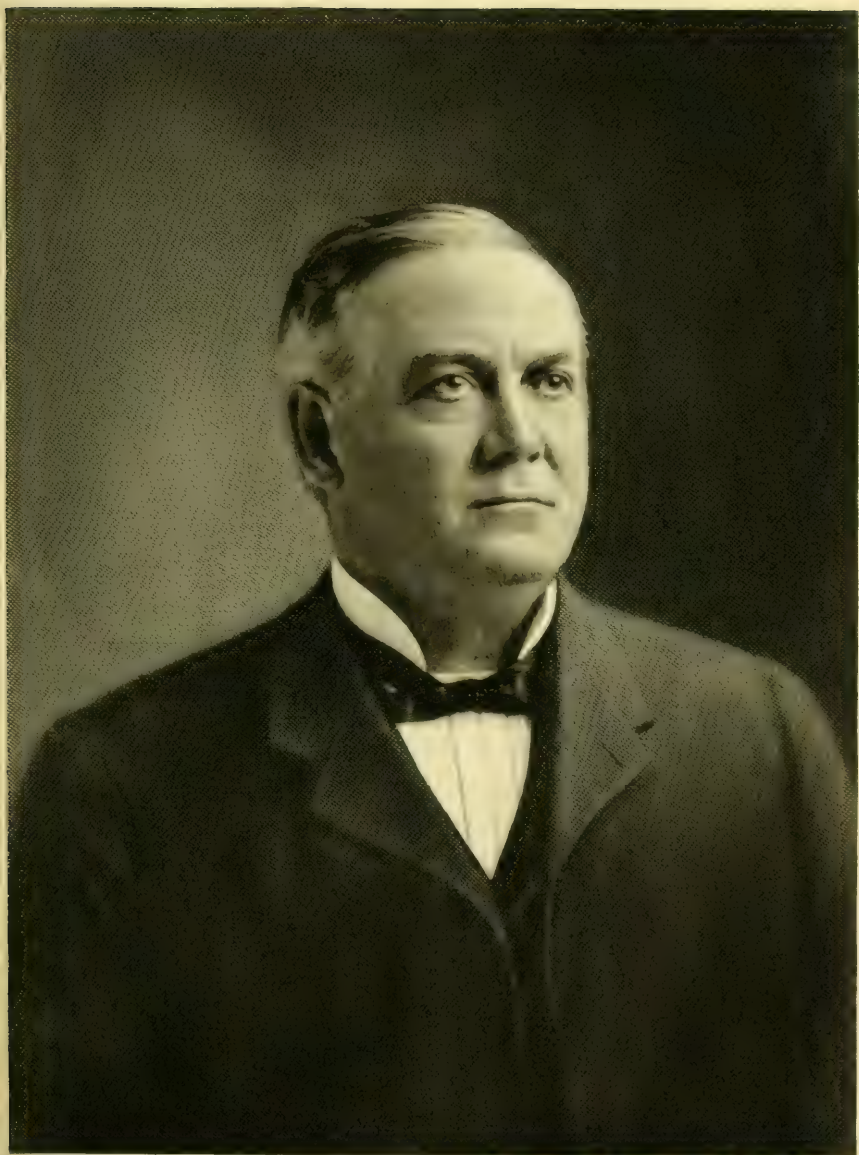
In 1870 Mr. Mackintosh came to Seattle, Washington, and embarked in real estate enterprises, giving attention also to abstract work. He was instrumental in forming various commercial companies, and built a mill on the waterfront, which, with considerable other property that he owned, was destroyed in the fire. Meantime he established the Merchants' National Bank, of which he was the president and principal stockholder. Immediately after starting his bank he organized the Seattle Lumber and Commercial Company, with a capital stock of ten thousand dollars. This concern paid dividends of ten per cent monthly for five years, and then had a surplus capital of a hundred thousand dollars after passing through the great fire. In 1884

he organized the Safe Deposit and Trust Company (being its president and principal stockholder), which became one of the leading financial institutions of the state, owning a building and safe deposit vaults second to none of the kind to be found in the eastern cities. He was also one of the promoters and trustees of the Walla Walla Railroad and the Seattle, Lake Shore, and Eastern Railroad.

In 1895, as the result of default of payment by an individual to whom a large loan had been made during the absence of Mr. Mackintosh and without his consent or advice, the Merchants' National Bank was obliged to suspend business. With the other stockholders he lost heavily, and afterward suffered still further from the incompetent administration of the bank's receiver, who squandered its resources. The following year he made a journey to Alaska, hoping to recuperate some of his financial losses, but without success. After his return he was for most of the time an invalid until his death in July, 1904.

Mr. Mackintosh was a man of marked liberality of character. Though not a member of the church, he was an active supporter of the Methodist Episcopal denomination and gave generously to it. He was an enthusiastic republican, and while always declining to be a candidate for office contributed largely to the cause of the party. Prominent in the Masonic order and as a Knight Templar, he served as first eminent commander of Lodge No. 2 of Seattle, having previously belonged to the fraternity in Saginaw, Michigan. He was also a member of the Rainier Club and the A. O. U. W.

He married, December, 1871, Elizabeth Peebles, daughter of Hugh and Emeline Peebles. She is of Scotch-Irish descent, and her mother was a native of Vermont. Born in Otsego County, New York, Mrs. Mackintosh came to



James W. Glover

Seattle, Washington, in 1866. She taught school in Chehalis and also in Seattle, and was the first woman to act as enrolling and engrossing clerk in the house of representatives at Olympia, receiving for that service the thanks of the house through Speaker George H. Stewart, December 2, 1869. The children of Angus and Elizabeth (Peebles) Mackintosh are Kenneth Mackintosh, a prominent attorney in Seattle, who for two terms served as prosecuting attorney, and Gertrude E. Mackintosh.

JAMES NETTLE GLOVER is known as the father of the city of Spokane, where he was the first permanent settler (1873). He was born in Lincoln County, Missouri, March 15, 1837, son of Philip and Sarah (Koontz) Glover, his father having been of original French and his mother of German ancestry. Both his parents were pioneers in Missouri when that commonwealth was a territory, and were married there in the year 1818.

Philip Glover, the father (born in 1795), was reared in the state of Maryland, not far from the national capital, and was a farmer all his life. Inheriting slaves—the “peculiar institution” was then in its prime,—he took some seventeen of them with him when he removed to Missouri in 1817, but about 1846 gave them their freedom, without attempting to sell them. One old negro, however, Travis Johnson, insisted on remaining with the family until its arrival in Oregon, whither it had decided to migrate, the eldest son, William, having already established himself there. The start was made from Independence, Missouri, in the early part of 1849, when James N. was twelve years old. The journey was with an ox-team, which Johnson drove, and was attended with all the usual difficulties of those times,

six months and one day being required to reach the west side of the Cascade Mountains. The negro, upon receiving his liberty, was employed by his former master to cut ten thousand rails, for which he was paid the regular price. A donation land claim of six hundred and forty acres was taken up about five miles from Salem in Marion County, Oregon. There Philip Glover, Sr., resided until his death, December 12, 1872.

Of the parental family three daughters and three sons are deceased. The survivors (besides James N.) are Philip, aged eighty-two, lives in Oregon; Samuel, aged eighty, lives with James N. in Spokane; Charles Peyton, lives in Portland, Oregon; and John W., lives in Spokane.

James N. Glover continued with his father on the Oregon farm until past his twentieth year. His first business venture was in 1857, when he took a supply of apples to the Yreka mining district in northern California. Not being able to dispose of them in the manner that he had expected, he rented a room and started a fruit store, adding to his stock by purchases from others who had come there on the same business and experienced similar disappointment. This enterprise he conducted with very satisfactory profit until the beginning of 1858, when he sold it and went back to Oregon. During the next two years he lived with his father, working at times as a carpenter and saving his money. In the spring of 1862 he began operations in the mining business in eastern Washington and northern Idaho, and he was thus engaged for about eight years, accumulating a capital of fifteen thousand dollars. Returning to Salem, he became associated with Hon. Richard Williams, of Portland, and J. N. Matheny, of Salem, in the construction and operation of the first steam ferry plying between Marion and Polk

counties, Oregon, which was conducted by the partners until 1872 and then sold. He was elected city marshal of Salem in 1868, and subsequently was a member of the board of aldermen. While living there he was for a time successfully engaged in shipping apples to San Francisco.

In company with J. N. Matheny, Mr. Glover left Salem in the spring of 1873, having in view a comprehensive exploration of the great Palouse and Spokane valleys and the surrounding country. They went by rail to Portland and thence by water to Lewiston, Idaho, where they arrived on the 2d day of May. Purchasing two cayuse ponies and such outfit as they could strap behind their saddles, which included blankets and provisions, they set forth on their exploring venture. The country was at that time entirely wild, and as it was the period of the Modoc War in southern Oregon the Indians were quite restless. For days they rode through the region known as the Inland Empire, occasionally coming across an emigrant camp, which would sometimes be in a little log hut and sometimes in a tent, but meeting no other white men. Hearing of Spokane Falls, they made their way thither, arriving May 11, and found two squatters, J. J. Downing and S. R. Scranton, in possession. Both were anxious to sell, and indeed Downing had some time previously entered into an agreement to dispose of his squatter's right to a man named Benjamin, who had paid four hundred dollars on the purchase price but was unable to complete the transaction. After looking over the situation, Mr. Glover and Mr. Matheny offered Downing two thousand dollars to vacate his share of the premises and let them squat in his stead, provided the first payment of four hundred dollars should go to Benjamin in satisfaction of his claim. This was accepted, and Mr. Glover made the

initial payment to Benjamin, taking his receipt and also that of Downing. Leaving Scranton in charge at the falls, Mr. Glover and Mr. Matheny then returned to Oregon, where they formed a partnership, admitting as an associate Mr. C. F. Yeaton. Orders were at once placed for a first-class circular saw and other machinery, which when ready were transported to the falls by Mr. Matheny and Mr. Yeaton, accompanied by a millwright and several employees, the party arriving July 29. Meantime Scranton had got into difficulties with the officers of the law of Stevens County (which then comprehended most of eastern Washington), and was a fugitive, supposed to be hiding somewhere in the surrounding country. As soon as possible Mr. Glover, who had remained in Oregon to settle up his business affairs, was informed of the situation. Reaching the falls on the 19th of August (having come overland from Wallula Junction in a lumber wagon), he was privately advised of Scranton's place of retreat, and soon afterward met him by appointment. The result of the interview was the purchase for two thousand dollars of Scranton's squatter right, which placed Mr. Glover and his two associates in exclusive possession of the falls property.

The substantial value of their acquisition was, however, exceedingly questionable. No survey of the country had ever been made, and it was impossible to know whether the property was situated on a government section open to free settlement or on a section granted to the Northern Pacific Railroad Company. Nevertheless the sawmill was duly built and put into operation, where the Phoenix Sawmill now stands; and Mr. Glover also opened a general merchandise store (the first in Spokane) on the site of the present Windsor Building on Front Avenue. For a number of

years the patronage of this establishment was restricted to the Indians and a very few whites. Not until 1874 was the question of the proprietary right to the land settled. In that year a squad of surveyors came out on a government contract to survey lower Crab Creek, and, by the request of Mr. Glover, ran a base line to Spokane Falls, from which, to his great relief and satisfaction, it appeared that the property fell within a section set apart for settlement. Some time after that event he built another store on the ground now occupied by the Pioneer Block at the corner of Howard Street and Front Avenue.

Owing to the dissatisfaction of his associates, Matheny and Yeaton, who could see no prospect of development for the place, Mr. Glover, in 1876, bought out their interests, paying them their own prices. He thus became the undisputed owner of one hundred and sixty acres situated in what is now the center of the city of Spokane, the boundaries of the tract being Sprague Avenue on the south, Broadway on the north, Bernard Street on the east, and Adams Street on the west. Up to that time no new resident had arrived at the falls, and Matheny and Yeaton, after selling out to him, moved away with their families, the former going to Utah and the latter to Oregon. He was left alone, still trading with the Indians at his little store. In June, 1877, the Nez Perce War broke out, and this was the beginning of a very critical situation. In order to entice the young warriors of the Spokane tribe to join them, a band of some twenty-five or thirty Nez Percés came to the falls, and, camping near Mr. Glover's store, went through their war-dance night after night. Meantime all the whites in the surrounding country had gathered in the store for safety, sleeping on the floor and benches, and the temporary popu-

lation was further increased by the arrival of a party of settlers from a distance of thirty-five to forty miles westward, who established themselves on the "Big Island," where the Great Northern depot now stands.

Resolving to rid the place of the hostile Nez Perces, Mr. Glover called together a number of the old Spokane Indians, who had been trading with him for years, and had a plain talk with them. He reminded them of the great Indian War of twenty years previously, when Colonel Wright ravaged the country with fire and sword, broke their power, hung a number of their people, destroyed their property, and left them in such impoverishment and misery that they had never recovered; and concluded by notifying them that the unwelcome visitors must be sent away immediately, "for," said he, "I am in close touch now with the boys who wear the brass buttons." This appeal had the desired effect, and before noon of the same day the Nez Perce braves had disappeared, betaking themselves to the gorges of the river, where they remained till the war was over. In intimating that he was in position to summon the United States troops, Mr. Glover felt that such a suggestion would strengthen his case, but he had no knowledge at that time of the proximity of the soldiers. It happened that the very next day Colonel Wheaton, of the regular army, marched into the Spokane settlement with his entire regiment; and ever afterward the Indians credited Mr. Glover with great foresight and influence. The troops stayed for about six weeks, and then went to Palouse City. Soon afterward General W. T. Sherman, commander of the army of the United States, passed through the settlement with his escort on his way from Fort Benton to Walla Walla, and was entertained by Mr. Glover, who took advantage of the

occasion to make a strong plea for the return of the companies. The general did not commit himself on the subject, but upon arriving at Walla Walla gave the desired order, and throughout the succeeding winter the troops were quartered at Spokane. This arrangement, assuring security for the place, has always been referred to by Mr. Glover as the first dawn of day for the little community. In the following summer (1878) the soldiers built Fort Coeur d'Alene, twenty-eight miles distant; and, as permanent protection was thus afforded for the whole region, the local advantages of Spokane gradually began to attract attention. For some years Mr. Glover did an active and profitable business in furnishing the military establishment at Fort Coeur d'Alene with supplies. In the fall of 1881 occurred the great event from which dates the building up of the city—the giving out of the contract by the Northern Pacific Railroad Company for the extension of its line to Spokane. The first train (a construction train) was run into the place in June, 1882.

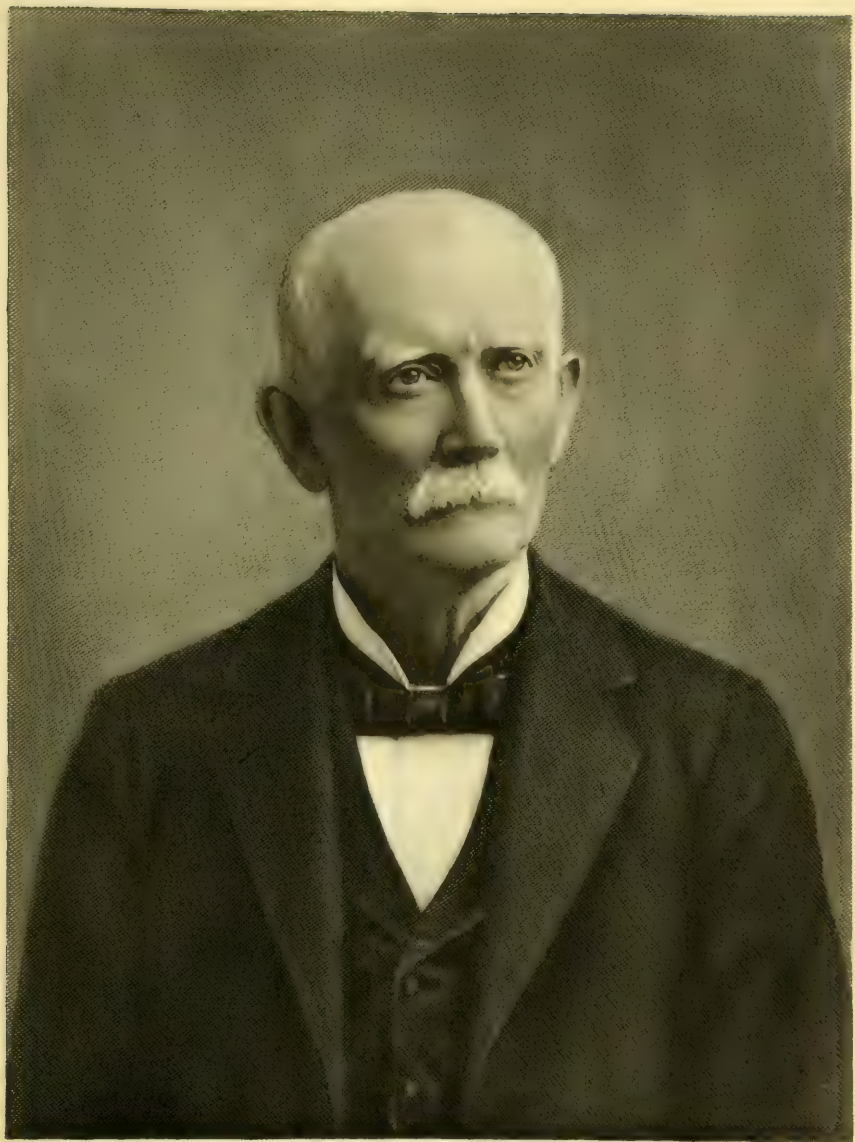
With the marked development which at once set in, Mr. Glover abundantly realized the hopes that he had so long cherished. During the early period of settlement he pursued a very liberal policy in the disposal of his land, selling it at low prices in most instances and sometimes giving it away for no other consideration than the agreement of the beneficiaries to live on it and build homes. To one man, Frederick Post, he gave forty acres on condition that he would put up a gristmill—this property being now occupied by the Washington Water Power Company's building. As far back as January, 1878, he had caused the first survey of the town plat to be made, acting as one of the chain carriers, as there were not enough men living there at the time to employ for the work. That, of course,

was only a partial survey. Afterward he named all the principal streets:—Washington Street for George Washington; Stevens Street for Governor Isaac I. Stevens; Howard Street for General O. O. Howard; Sprague Avenue for J. W. Sprague, the general superintendent of the western division of the Northern Pacific Railroad; Post Street for Frederick Post; Monroe, Adams, Lincoln, and Madison streets in honor of presidents of the United States; Mill Street because the first mill was located on that thoroughfare, etc. He was elected mayor in 1884 and 1885 and was a member of the city council in 1883, 1898, and 1902.

In November, 1882, the First National Bank of Spokane was incorporated and commenced doing business. He was one of its principal stockholders and served as its president ten years. In the calamitous times which followed the panic of 1893, the bank was obliged to suspend. Mr. Glover's personal losses from that event were estimated at over a million and a half dollars—probably twice as much as those of any other citizen of Spokane during the panic. His personal course was marked by integrity and a conscientious and self-sacrificing spirit in the interest of those affected by the failure.

Although not active in business affairs during recent years, Mr. Glover has retained substantial property interests. There is no citizen of Spokane more generally esteemed. His career has been as noteworthy for public spirit and unselfish usefulness as for those qualities of enterprise and perseverance to which the community is so largely indebted for its existence and development.

He is a Mason, of the thirty-second degree (having been the first member of that order in Spokane), a Knight Templar, and a member of the Spokane Club and Chamber of Com-



D. G. Jenkins

merce; and is a liberal contributor to the work of the Orphanage Home, the Young Men's Christian Association, and the various charitable organizations of the city. Many of the churches of Spokane are indebted to him for valuable assistance. In the early days he donated land for several of the church edifices; the First Episcopal Church was practically paid for by him.

Mr. Glover married, in Spokane, Esther Emily Leslie, daughter of Samuel C. Leslie.

DAVID P. JENKINS, of Spokane, was born on a farm near Mt. Pleasant, Jefferson County, Ohio, August 25, 1823, son of Israel and Elizabeth (Horsman) Jenkins. His father, a native of Virginia, was an orthodox Quaker, and, disliking slavery, as a young man took the trail over the Allegheny Mountains, arrived on the Ohio River at a place called Zane's, and, crossing to free territory, bought land and made a bargain for a cabin. He then returned to Virginia, where he married, and after about two years brought his wife to his land in Ohio, took up his residence in the cabin, and became a prosperous farmer. By his first marriage he had eight children, of whom David P. was the youngest. He married a second time, and of that union there was one son.

David P. Jenkins was reared on the paternal farm in Ohio, receiving the ordinary education of country boys, with the advantage of a course in the Mount Pleasant Seminary, a Quaker institution. At about the age of eighteen he went to Steubenville, Ohio, and began the study of law in the office of General Samuel Stokely, where a fellow-student was Samuel Wilson, afterward a distinguished lawyer of San Francisco. Completing his legal studies

in the Law School of Cincinnati, he was admitted to the bar in the winter of 1844, and for some time practiced in that city. Later he was engaged in his profession in Lafayette, Indiana, Hennepin, Illinois, and La Salle, Illinois. At the breaking out of the Civil War, while residing in La Salle, he was appointed by Governor Yates, without his knowledge or consent, major in the First Illinois Cavalry, which was the first regiment of cavalry raised west of the Allegheny Mountains. Entering the service, he was with this regiment until its disbandment in 1862, when he resigned and returned to Illinois. By authorization from the governor, he assisted in recruiting the Fourteenth Illinois Cavalry, and was made its lieutenant-colonel. Of that regiment he was in chief command during the larger part of the next three years, participating in many of the most momentous events of the war, and continuing until after the surrender of General Joseph E. Johnston, when by his own request he was discharged from the service.

Resuming his professional practice, Colonel Jenkins lived for some three years in Knoxville, Tennessee, and subsequently in Logansport, Indiana, and Denver, Colorado. In 1873, by the suggestion of Major-General Milroy, who at that time was United States Indian agent for the territory of Washington, he came to that territory, locating in Seattle, where he remained six years. Attracted by what he heard of the advantages of eastern Washington, especially in connection with the approaching completion of the Northern Pacific Railway, in 1879 he made the journey to that region, going up the Columbia River and overland, and settled in Spokane, where he acquired a tract of one hundred and fifty-seven acres of valuable land, upon which he built a home. Thus established as one of the principal property



Robert L. McCormick

owners of Spokane at the beginning of the development of the place, Colonel Jenkins took a leading position as a citizen, and has ever since resided there. Now at the very advanced age of eighty-eight, he is retired from active affairs, but retains in full measure his intellectual faculties and his interest in the concerns and relations of life in which a useful influence may be exercised. He is known as one of the public-spirited citizens of Spokane. The land for the county court house—a portion of his original tract—was given by him, and he established the Jenkins Institute for the promotion of educational work among the poorer classes, supplying for that purpose a fund of fifty thousand dollars. At the present time (1911) he is the oldest surviving member of the bar.

He has a daughter, Emma F., wife of William H. Rue, and two granddaughters, the elder of whom, Annie, is the wife of Charles Robinson, of Walla Walla, and has one child, Frances.

ROBERT LAIRD McCORMICK, one of the incorporators and secretary of the Weyerhaeuser Timber Company, came to Washington in July, 1903. He was born on a farm near Lock Haven, Pennsylvania, October 29, 1847. His great-grandfather, John McCormick, was born in Ireland but came to this country at an early age and joined a Pennsylvania regiment during the war of the Revolution, in which he won the rank of ensign, or third lieutenant. Both of his paternal grandfathers served during the War of 1812. The famous Colonel Hugh White was also a relative of his.

Lock Haven was a point of importance in the lumber industry of Pennsylvania during Mr. McCormick's boyhood, and he was much about the mills and yards, though not

employed in them at that time. After attending the public schools he went to the Saunders Institute, a Presbyterian military school in Philadelphia, and later attended Tuscarora Academy at Mifflin, but left there before graduating. He then worked for the Philadelphia and Erie Railroad as station clerk, and at other clerical occupations until 1868, when, resolving to seek his fortune in the west, he went to Winona, Minnesota, and obtained employment in the office of Laird, Norton, and Company, lumber dealers, continuing six years. In 1874, with the aid of his employers, he bought a retail lumber yard at Waseca, Minnesota, which he conducted until 1881. During all this time, after the first year, he was mayor of the town. He also dealt in grain and in timber, stone, and iron properties. During part of the time he acted as auditor for Laird, Norton, and Company, visiting their yards in Minnesota and Dakota and establishing new ones as the railroads were extended. While thus actively engaged in business he was elected to the state senate of Minnesota, serving through two regular and two extra sessions of the legislature.

In 1881, with Frederick Weyerhaeuser, W. H. Laird, and M. G. and James L. Norton, he organized the North Wisconsin Lumber Company and became its secretary and treasurer. This company acquired fifteen townships of timber land and built a mill at Hayward, Wisconsin, with the management of which Mr. McCormick was closely associated until the timber originally purchased, and much more besides, had been cut and marketed. He also organized the Sawyer County Bank, and was its president. During these years he was at various times president of the school board, of the Library Association at Hayward, and of the Ashland Academy at Ashland, and took an active interest

in an Indian school that he was influential in having the Indian office establish in the neighborhood of Hayward.


In 1899 Mr. McCormick and his associates in the North Wisconsin Company, together with other capitalists in Wisconsin and Illinois, organized the Weyerhaeuser Timber Company (of which he was made a director and secretary), and purchased most of the unsold timber lands belonging to the Northern Pacific Railway Company in Washington and Oregon. The headquarters of the company were established in Tacoma, where he afterward made his home. The company has continued to purchase timber land, and probably now owns more standing timber than any other single concern in the world. It also has built mills, but has not yet begun to manufacture lumber extensively, its policy being to cut only burned or fallen timber at the present time.

Mr. McCormick always took an interest in politics, though not a seeker for office. He was a delegate from Wisconsin to the republican national convention in 1900, and from Washington to that of 1908. The republican party nominated him for mayor of Tacoma in 1906, but he was defeated. He was republican national committeeman for the state.

Throughout life he was much interested in historical matters, particularly in the history of the localities in which he lived. He was for a considerable time a member of the Wisconsin Historical Society, and its president from 1901 until 1904. On coming to Washington he joined the State Historical Society, of which he was president since 1905. During this time a beginning was made in the marking of historic points of interest in the state by enduring monuments, and such places as that near American Lake, where Commodore Wilkes and the sailors of his exploring

expedition held the first Fourth of July celebration on this coast in 1841, that where Captain George B. McClellan met Governor Stevens in 1853, and the site of the first Protestant church north of the Columbia, have already been marked.

Mr. McCormick was a thirty-second degree Mason, a member of the Mystic Shrine, and a Knight Templar. While living in Minnesota he was grand commander of the last named organization. He was also a member of the Sons of Veterans, the Sons of the American Revolution, and the Society of the War of 1812, and belonged to the Union and Commercial clubs of Tacoma. He was president of the Pacific National Bank of Tacoma, trustee of the First Congregational Church of Tacoma, vice-president of the Puget Sound University, and president of the Ferry Museum.

In 1870 Mr. McCormick was married to Anna E. Goodman, of Ohio, and had two sons, William Laird and Robert Allen.  He died in the early part of 1911.

EDWARD JOHN O'DEA was born on the 23d of November, 1856, in Boston, Massachusetts, where he attended a private school for a short time before the departure of his mother and younger brother for California by the Isthmus of Panama. His father, Edward O'Dea, joined the rush of gold-seekers and preceded by a year the rest of the family to the Eldorado of the Pacific Coast. The son remained several years in San Francisco, attending St. Ignatius College on Market Street. In 1856 his parents removed to Portland, Oregon, where they reside to this day.

After a few years spent in the public schools, he entered the school conducted by the Sisters of the Holy Name in Portland, and then finished his classical course of six years



Edward J. O'Dea,
Bishop of Seattle

in St. Michael's College in the same city. Having graduated from that institution he entered the Grand Seminary in Montreal, Canada, where he remained six years longer, pursuing courses of philosophy and theology and preparing himself for the priesthood, which was conferred on him December 23, 1882, by Archbishop Fabre. Immediately after his ordination he returned to Portland, Oregon; he was the first from that state to be ordained to the priesthood. Being assigned to duty at the Cathedral he served there under the pioneer Archbishop Blanchet and the martyred Archbishop Charles J. Seghers. Upon the arrival of Archbishop William H. Gross from Savannah, Georgia, he was appointed his secretary, which position he occupied ten years, when he was appointed pastor of St. Patrick's Church in Portland. On June 13, 1896, he was raised to the dignity of bishop, and he was consecrated third bishop of Nisqually by Archbishop Gross in Vancouver, Washington, on September 8, 1896, succeeding the Right Rev. Aegidius Junger, whose residence was at Vancouver, Washington. In March, 1903, he moved his residence temporarily from Vancouver, Washington, to Seattle, having acquired a house on Terry Avenue near Cherry Street and a block for the new Cathedral on Ninth Avenue. St. James Cathedral was dedicated on the 22d of December, 1907, when the letter of Pope Pius X changing the title of the diocese from Nisqually to Seattle was read before a great concourse of people.

The diocese of Nisqually was established May 31, 1850. It was so called for the ancient village which now exists but in name near the city of Olympia, but which in early times was the headquarters of the powerful Nisqually tribe of Indians, among whom the pioneer Catholic missionaries lived and labored for many years.

The progress of the diocese during the administration of Bishop O'Dea may be estimated by the following facts: The diocese of Nisqually in 1896, when Bishop O'Dea took charge, contained only thirty-nine secular priests, twenty-four priests of religious orders, forty-one churches with resident priests, forty-eight missions with churches, four colleges and academies for boys, fourteen academies for young ladies, five orphan asylums, eleven hospitals, and a Catholic population of forty-two thousand. In the year 1910 there are eighty-one secular priests, sixty-two priests of religious orders, seventy-eight churches with resident priests, one hundred and two missions with churches, six colleges and academies for boys, nineteen academies for young ladies, six orphan asylums, thirteen hospitals, and a Catholic population of ninety thousand. During the seven years' residence of Bishop O'Dea in Seattle the number of churches in that city increased from three to sixteen.

Realizing the importance that Seattle would soon assume as the great emporium of the Pacific coast, the bishop petitioned the pope to officially transfer his residence to Seattle, and received a favorable reply on September 11, 1907, creating the diocese of Seattle.

CHARLES RICHARDSON, president of the Pacific Cold Storage Company and several kindred organizations, was born in Bainbridge, Georgia, June 5, 1858. His father, Rev. Simon Peter Richardson, was a Methodist minister; his mother was Mary Elizabeth Arledge. Both were descended from ancestors who had come to this country from England several generations earlier. One of Mr.



Alfred Pienkowsky

Richardson's grandfathers was a soldier in the Revolutionary army; another relative was a governor of South Carolina, and still another was a judge of the supreme court of the same state.

Mr. Richardson was educated at Vanderbilt University, Nashville, Tennessee, and then studied law and was admitted to the bar in 1881. He began practice in Louisville, Mississippi, remaining there until 1888, when he removed to Aberdeen. There he formed a partnership with Judge E. O. Sykes under the firm name of Sykes and Richardson. In 1892 he came to Washington and opened an office in Tacoma, where the law occupied his attention until 1900, some of the cases with which he was connected being of unusual interest and importance. In one instance an attempt was made to have warrants for a large amount issued by the city of Tacoma declared invalid on the ground that they had been redeemed and then reissued. Mr. Richardson resisted the claim successfully, and so assisted in saving the city's credit and reputation.

Soon after the rich gold fields on the upper Yukon, and later those at Cape Nome, were discovered, it became apparent that the throngs of people going thither could not subsist in those regions unless means were provided to supply them regularly with the necessities of life, which were not produced in sufficient quantities in Alaska. Mr. Richardson early saw the opportunity to build up a profitable business with the widely scattered settlements and mining camps, and he accordingly withdrew from his law practice and purchased control of the Pacific Cold Storage Company, which owned a storage plant in Tacoma but lacked capital and facilities for taking advantage of the business then offering. The deficiencies were soon supplied. As live animals and poultry

could not profitably be sent so far to be slaughtered on the ground, ships and barges were prepared with ample cold storage arrangements for shipping freshly killed beef, pork, mutton, and poultry, as well as butter and eggs and all other perishable food products, to their far northern destinations. Hundreds of tons of these and other supplies are now forwarded regularly during the shipping season and stored at distributing stations, from which they are forwarded as demanded to the remotest mining camps. The principal distributing points where the company owns warehouses are St. Michael's, Cape Nome, Valdez, Fort Egbert, Taku, Bristol Bay, Fairbanks, and Dawson, which are supplied by the steamer "Elihu Thompson," the ships "Robert Kerr," "Lotta Talbot," and "Dashing Wave," and smaller craft of various kinds. Besides the main freezing plant in Tacoma the company has similar plants at Bristol Bay and Taku.

In addition to carrying on the business of the Cold Storage Company, Mr. Richardson has organized or secured control of allied corporations which contribute to its success, or are operated to mutual advantage under one management. Among these are the Tacoma and Seattle Ice companies and the Alaska Fish and Packing Company. Of all of them he is president. He has interests in several mining companies, and is a director in the National Bank of Commerce of Tacoma.

Mr. Richardson is a democrat; he was a presidential elector for Mississippi in 1884. Notwithstanding the demands of his business, he has recently written articles on political subjects, particularly the race problem in the south and on reasons for the repeal of the fifteenth amendment, which have been widely copied and commented upon.



Robt. E. Strachorn

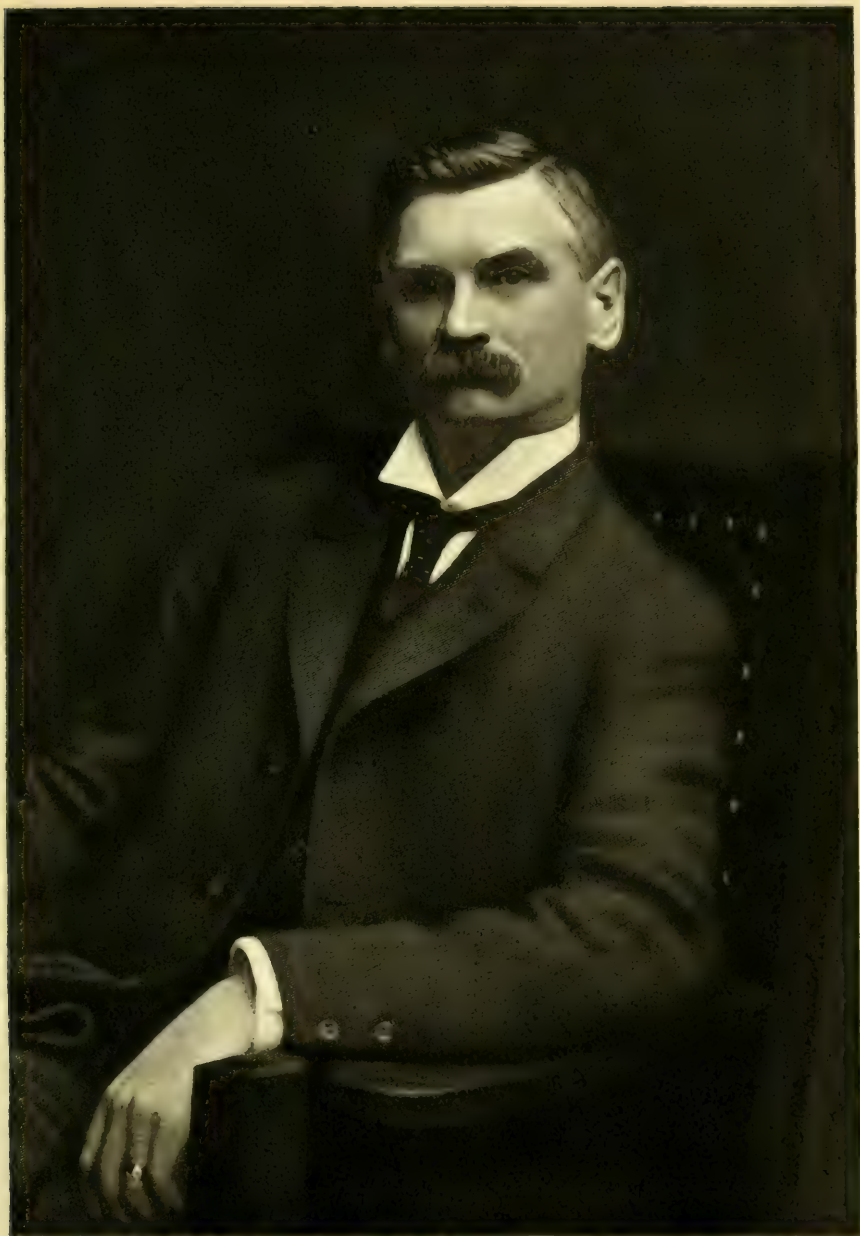
Mr. Richardson was married, November 27, 1882, to Fannie Critz, and they have four children: Letha, Peter, Annie, and Charles. He is a member of the Union and Country clubs of Tacoma.

ROBERT EDMUND STRAHORN, of Spokane, was born in Center County, Pennsylvania, May 15, 1852, son of Thomas F. and Rebecca (Emmert) Strahorn. The Strahorn family is of Scotch-Irish ancestry, and was established in America by Mr. Strahorn's great-grandfather, who came from Scotland, was a soldier in the Revolutionary army, and lived and died in Union County, Pennsylvania. The next in the line, Samuel, was also a citizen of that county. Thomas F., father of Robert E., by occupation a millwright and machinist, removed in 1856 from Center County, Pennsylvania, to Freeport, Illinois, and thence in 1865 to Sedalia, Missouri. In 1878 he followed his son to the Rocky Mountains, and after residing in Idaho and Montana settled in Los Angeles, California, where he died in 1883. Mr. Strahorn's mother was born in Center County, Pennsylvania, and was of Dutch stock, her father, John Emmert, having come to this country from Holland. She died in 1861.

Reared from his fourth year on a farm in northern Illinois, Mr. Strahorn's educational opportunities were restricted to the country schools, and indeed his attendance at school continued only until the age of ten, his subsequent education being derived from private reading and study. As a lad he learned the printer's trade in Sedalia, Missouri, and for some five years he was employed in that occupation. Removing to Denver, Colorado, in 1870, he was engaged in newspaper work as reporter, editor, and correspondent, until

1877. During the Sioux war of 1875-6 he was with General Crook as special correspondent of the *New York Times* and *Chicago Tribune*, personally participating in the fighting in all of the engagements and being commended for gallantry and helpfulness to the government by the secretary of war. While pursuing the journalistic profession he became interested in and to some extent identified with the railway business, accompanying several surveying parties and also performing publicity work for the Denver and Rio Grande, Colorado Central, and Union Pacific companies. This led to formal railway connections, and he organized and conducted the publicity bureaus of the Colorado Central and Union Pacific, his residence being in Omaha and Denver for most of the time from 1877 to 1887. He was also engaged in a confidential capacity in work relating to the extension of lines for the Union Pacific. After 1887 he was for three years concerned in town site, irrigation, and power enterprises in Idaho, Oregon, and Washington. In 1890 he went to Boston, Massachusetts, where for the next eight years he devoted his attention to the negotiation of municipal bonds.

Mr. Strahorn established himself permanently in Spokane, Washington, in 1898, again actively interesting himself in undertakings of development, with special reference to power and electric plants and irrigation; and indeed his energies are still employed to a considerable extent in these directions. His representative venture, by which he has in recent years become widely known for enterprise and executive ability, is, however, the North Coast Railway. This project he inaugurated in the spring of 1905, the company being formally organized in the autumn of that year, and the engineering and construction work has since proceeded steadily.



A. B. Hoffman



The system is to link Seattle, Tacoma, and Portland on the west with Walla Walla and Spokane on the east, and, exclusive of branches, is to have a total length of some seven hundred and fifty miles. Throughout practically the whole existence of the company Mr. Strahorn has been its president.

He is a member of the Spokane Club, Spokane Athletic Club, and Spokane Country Club, and has for the past several years been a trustee of the Spokane Chamber of Commerce. He married, September 19, 1877, Carrie Adell Green, daughter of Dr. J. W. Green, of Marengo, Illinois.

NOAHER B. COFFMAN, of Chehalis, was born in Crawfordsville, Indiana, April 2, 1857. His ancestors were of German descent, but the family came to this country at a very early period, settling in Lancaster County, Virginia. His father, Noah B. Coffman, Sr., was born in Virginia; his mother, whose maiden name was Margaret Wimp, was a native of Fairfield County, Ohio. They removed from Ohio to Indiana and later to Champaign County, Illinois, where they resided many years.

Mr. Coffman was educated at the University of Illinois, from which he graduated with the class of 1878, and then studied law, was admitted to practice, and located in Hebron, Nebraska. There he entered the Exchange Bank as cashier, and in 1883 he came to Tacoma. In the summer of 1884 he removed to Chehalis, where, in company with Charles H. Allen, he organized a private bank under the name of Coffman and Allen, which continued until the death of Mr. Allen. He then continued the business alone until 1889, when the First National Bank of Chehalis was established, with John Dobson, Francis Donahoe, W. M. Urquhart, D. C. Millett, and himself as the principal stockholders.

As president Mr. Coffman was the chief executive officer of this bank until 1896, when its charter as a national bank was surrendered and it again became a private bank, with the same capital and stockholders, under the firm style of Coffman, Dobson, and Company, Bankers, which it still retains, Mr. Coffman continuing as president and manager.

He is a republican in politics, by conviction as well as by inheritance, his father having been one of the organizers of the party. He has never sought office, but was one of the delegates from the state to the national convention of 1896, and upon the completion of its work was a member of the committee which notified Mr. McKinley of his nomination. Always taking a keen interest in public affairs, he was one of the first to begin active, practical work for good roads in this state. In the winter of 1894-5, after carefully reading the road laws of nearly all the states and collecting such information as could then be obtained in regard to systematic and economical road-building, he prepared three measures, which together formed a complete system of legislation for road-making, adapted to the diversified nature of this state, and sought to have them adopted by the legislature then in session. In this he was supported by several other influential citizens, who knew the value of the work he had done and believed that the measures he had prepared would be of great value. They were adopted, constituting the Donahoe Road law, the bill having been introduced by Senator Donahoe of Chehalis. The law, when applied, notably in Whatcom County, worked admirably, but it was in advance of general public sentiment and people were slow to avail themselves of its provisions.

Mr. Coffman with his associates has platted and sold most of what is now the city of Chehalis; has laid out its parks



Charles H Cobb

and joined in donating them to the city; has been instrumental in building up the schools of the city, and is now serving on the board of education, which is just completing a forty thousand dollar high school building. He organized the Citizen's Club of Chehalis and was its president many years.

Mr. Coffman was married, in October, 1883, to Adeline Tighe, and they have two daughters, Florence Adeline and Etheline M., and one son, Daniel Tighe Coffman. He is a member of the Episcopal Church, and has been treasurer of the district since 1887. For many years he has been regularly elected as lay delegate to the general triennial convention of the church. He is a Knight Templar. An active member of the State Bankers' Association, he has frequently read papers and made addresses at its annual conventions, and has represented it in the national convention. Recently Mr. Coffman has been giving much attention to building up the dairy business in his section. He has a herd of Jerseys and one of the finest barn equipments in the state. He and his son conduct a model dairy.

CHARLES HENRY COBB, of Seattle, was born on the paternal farm in Lincoln, Penobscot County, Maine, July 31, 1852, son of Leonard and Mary Elizabeth (Donnell) Cobb. The family removed to Lee, Maine, in the early life of Mr. Cobb. His father, in addition to farming pursuits, was engaged in lumbering operations. The maternal grandfather of Mr. Cobb, Thomas Donnell (of Scotch-English descent) came to Lee, Maine, from Ellsworth, in the same state, about 1835, and was one of the first settlers in the town of Lee. The state of Maine at that time gave

donation claims of one hundred acres to all such settlers in that vicinity, with the added privilege of purchasing as much more as they desired for twelve cents an acre.

Charles Henry Cobb received the usual country school education, also having the advantage of three terms at the Lee Normal Academy. When fifteen years old he engaged actively in the logging business of his father, driving a six ox team, which hauled the spruce and pine logs from the woods to the Passadumkeag River. His father's firm was then Cobb and Thurlow, but it was changed to Leonard Cobb and Son, and another firm, Cobb, Brown, and Fitzgerald, was later organized, of which Mr. Cobb was the business head, operating on the head waters of the Machias, Schoodic, and Penobscot rivers. Some large contracts were executed, among them one for the F. Shaw and Brothers' Tannery in Washington County, Maine (the largest tannery in the world)—about one hundred men being employed. Charles H. Cobb was thus, when twenty-two and twenty-three years old, occupied with very responsible duties, on a scale of much magnitude for that time and country. In addition to securing the contracts he had the practical superintendence of all the work, which his energy and thorough familiarity with details enabled him to execute with the greatest promptness and success.

Yet the conditions of the lumbering business in Maine were far from satisfactory to Mr. Cobb, and when a severe cut in contract prices was made soon afterward, he decided to seek another field of enterprise. In April, 1876, he crossed the continent by rail to San Francisco, and from there came on the old steamer "Dakota" to Seattle. He left the east with a party of some sixteen Maine young men, of whom eight came up to Seattle from San Francisco. One of these was his brother, George A. Cobb, who died in Washington in 1890.

Mr. Cobb's first occupation in lumber operations in Washington was at a logging camp four miles from Olympia owned by Amos Brown, who worked with him. Some two months later he went with Bohan Field to Snohomish, Washington, to attend to some agricultural interests of Mr. Brown's and, being pleased with the property at that place—one hundred and sixty acres, together with ox-teams and tools for logging,—they purchased it. For three years they applied themselves industriously to their enterprise under the firm style of Cobb and Field, but owing to the unremunerative prices for farm and timber products at that period they were obliged to dissolve the partnership and sell the property. Those three years, in point of hard work, are remembered by Mr. Cobb as the most trying time of his business career.

He then secured employment as logging camp foreman at Lowell, Washington, for E. D. Smith, the founder of that place and one of the founders of Everett, who was among the largest lumber producers in the territory, if not, indeed, the largest. In this capacity Mr. Cobb began with a force of forty men under his direction, which was considered a very large one. After about eight years with Mr. Smith he embarked in business for himself under contract for the Port Blakely Mill Company. This arrangement continued two years, when he accepted an offer from the company to become its log purchasing and land agent at Seattle, and he was so occupied until 1897. During that year he resigned and incorporated the Port Susan Logging Company. He has since been known as one of the largest and most successful timber owners and operators in the state of Washington in the lumber interest. He incorporated the Snohomish Logging Company; became one of the principal stockholders

of the Kerry Mill Company; and incorporated the Ebey Logging Company and the International Timber Company of Seattle, the latter having lands and operations in British Columbia. In addition he was the incorporator of the Marysville and Arlington Railway Company, operating from Marysville, Washington, through Arlington, Washington, and some distance beyond; and was one of the incorporators of the Cobb-Haley Investment Company, which pursues real estate and building transactions in the city of Seattle. Of all these companies, except the Kerry Mill Company (whereof he is vice-president), he is the president; they are all close corporations, no stock having ever been placed on the market. He was an original stockholder and promoter of the Metropolitan Building Company of Seattle, which owns the lease of the University of Washington tract of ten acres in the heart of the city and has erected the White, Henry, Cobb, and other buildings; is also a director and stockholder of the Washington Securities Company, the Washington Trust Company, and the Metropolitan Bank, all of Seattle, and is interested in other financial concerns and various industrial enterprises.

He is a member of the Seattle Chamber of Commerce, Commercial Club, Rainier Club, Golf and Country Club, and Metropolitan Club, and the Masonic fraternity.

Mr. Cobb married, January 19, 1892, Carrie Bell Turner, daughter of A. G. Turner, of Nevada City, California.

FRANK WHITNEY BAKER, of Seattle, has for twenty years been actively identified with the business interests of that city. He was born in Youngstown, Niagara County, New York, September 19, 1852, son of David C. and Adelia H. (Cobb) Baker, his father being of Dutch-



Frank Whitney Parker

English and his mother of English descent. Mr. Baker's ancestral lines, paternal and maternal, include men who served in honorable official positions during colonial times, and also active patriots and efficient soldiers of the American Revolution. He is a grandnephew on his mother's side of Dr. Lyman Cobb, noted as an educator and author of text-books. His parents removed to western New York during the very early period of the settlement of that region, and the family name is prominently associated with the development of Youngstown, where they made their home.

Frank Whitney Baker was educated in the country district schools, the Genesee Wesleyan Seminary of Lima, New York, the Wyoming Seminary of Kingston, Pennsylvania, and Eastman's Business College of Poughkeepsie, New York. He was engaged for a brief time in teaching, and then went to Greenville, Michigan, where he was employed with the retail hardware firm of Sprague Brothers. Accepting an offer from Black and Owen, of Detroit, he held the position of head bookkeeper for that concern and its successor, the Black Hardware Company.

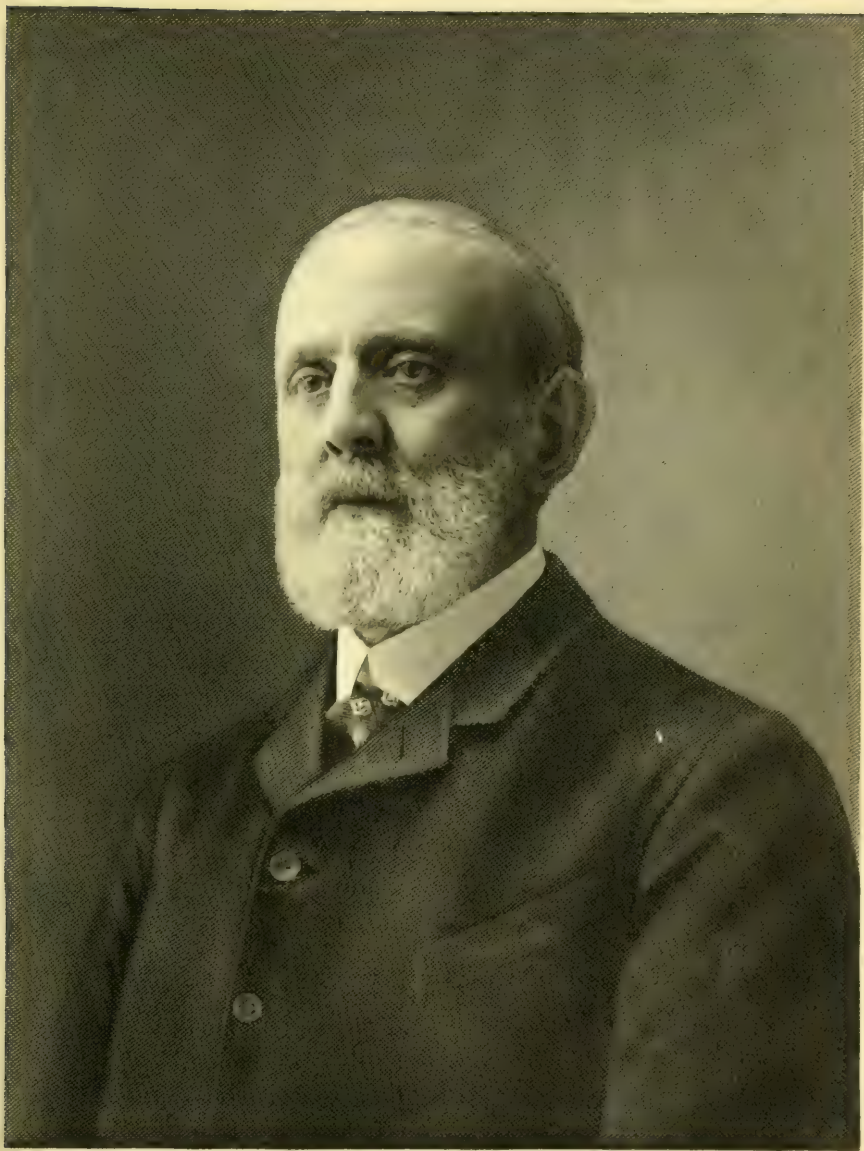
After the destructive Seattle fire, the Black Hardware Company, having merged its interests with the Seattle Hardware Company, removed its business plant to that city. Arriving in Seattle in March, 1890, Mr. Baker at once took an active part in the business of the company, and from that time forward was largely instrumental in its development and executive conduct. To a very considerable degree its growth into one of the most important concerns of its kind on the Pacific coast was due to his ability and management. He became its treasurer, retaining that position for twenty years until April, 1910, when he voluntarily retired.

Mr. Baker was one of the trustees, chairman of the finance committee, and member of the executive committee of the Alaska-Yukon-Pacific Exposition, rendering highly valuable services. He is vice-president and trustee of the Charity Organization, and vice-president and trustee of the Chamber of Commerce of Seattle; president and chairman of the board of directors of the Title Trust Company and vice-president and chairman of the board of directors of the Commercial State Bank; and identified with various other interests.

A prominent and influential citizen of Seattle, he has on various occasions been urged to accept political office, but has declined. His name has in recent years been proposed for the mayoralty of Seattle. In politics he is a republican. He has taken a leading part in the advocacy of good government for the city and state.

His club memberships include the Commercial Club, Seattle Golf and Country Club, Arctic Club, Rainier Club, and Seattle Athletic Club. Much interested in Masonry, he is a member of Arcana Blue Lodge No. 87; Seattle Commandery, K. T. No. 2, Oriental Chapter, R. A. M.; Lawson Consistory No. 1; Nile Temple (Mystic Shrine), and past wise master of Washington Chapter, Rose Croix, No. 1. Recently he received the high honor of election to the thirty-third degree by the supreme council for the southern jurisdiction of the United States. He is a member of the Seattle Chamber of Commerce.

He married, in Elmira, New York, December 26, 1888, Jennie Sibbelle Godfrey.



Edward O. Graves,

EDWARD OZIEL GRAVES, who organized the Washington National Bank of Seattle and was its first president for a period of ten years, was a native of Herkimer County, New York. His grandparents on both sides were pioneers in that state, to which they removed from New England. Several members of the family were soldiers in the war of the Revolution.

He was born August 3, 1843, in the township of Russia and near the village of Gravesville, which appears to have been named in honor of his family. He was prepared for college at Fairfield Seminary, and later entered Hobart College, but did not graduate. In 1863 he went to the city of Washington, where General F. E. Spinner, then treasurer of the United States, gave him a clerkship in his office, probably for the reason that Mr. Graves's grandfather, John Graves, while sheriff of Herkimer County, had given him (Spinner) his first employment. During the succeeding five years Mr. Graves was promoted from time to time, until (May, 1868) he became chief clerk in the treasurer's office. While serving in that capacity he made his first trip to the coast, in company with other treasury officials who had been designated to transfer a large supply of new greenbacks to the sub-treasury in San Francisco and exchange them for old notes and gold coin, as at that time there was no other means of making such a transfer. The party was also charged with the duty of examining the sub-treasury and the government depositories in various coast cities, including Portland, Oregon City, and Olympia, as there was then no bank examiner on the coast. During this trip Mr. Graves

became so favorably impressed with the west that he determined, if the time ever came when he could establish a business of his own, it should be somewhere on the coast.

While absent on his vacation in 1874, he was summoned back to Washington by a telegram notifying him that he had been selected to organize a new bureau of the treasury for the redemption of old and worn-out greenbacks and national banknotes, and those which were to be retired for any reason. This work he accomplished successfully, and he was made the first chief of the bureau, which position he held nine years.

During his service as chief clerk in the treasurer's office he began to take a keen interest in civil service reform, and for a number of years, while that movement was opposed by most members of congress and executive officers of the government, and sustained only by a few men like George William Curtis and Dorman B. Eaton, he worked in hearty sympathy with them for its establishment. He was made a member of the first board of civil service examiners, assisted materially in drawing up the rules to govern the first examinations, prepared the blanks, and supervised the first examination, all in addition to his duties as chief clerk. In 1873 he prepared a special report on the results the commission had so far attained, which was printed and much discussed. When the office of chief examiner was shortly afterward created, by executive order, he was given the post, and he held it until he was called upon to organize the redemption bureau.

In 1876 Secretary Sherman made him chairman of a commission to investigate the bureau of printing and engraving, and this work was so well done as to reduce its expenses nearly one-half and to finally lead to its reorganization. The report of the inquiry was written by Mr. Graves, and, like that on the civil service work, was much praised. He was

charged with the duty of preparing a plan for the establishment and management of the sinking fund for the District of Columbia, and the plan he submitted was adopted and is still in use. He also, with others, made investigations of the custom house and sub-treasury in New York, and of the stationery division of the treasury, and all his reports were printed.

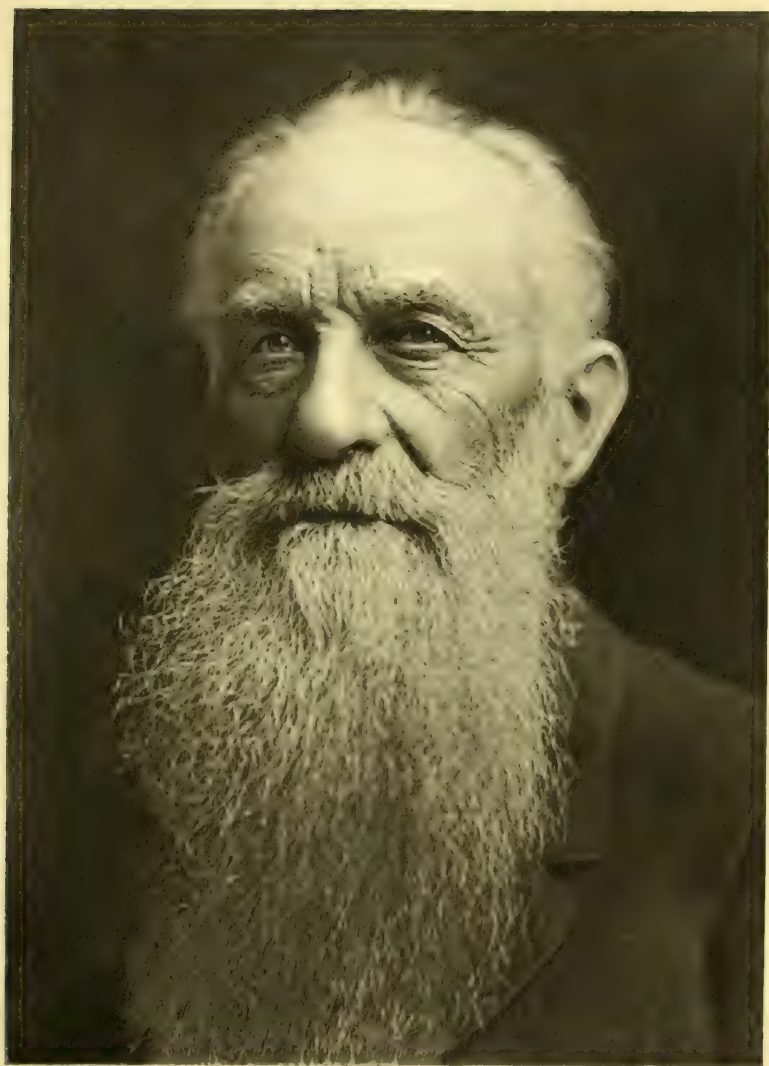
In April, 1883, he was made assistant-treasurer of the United States, and soon after Mr. Cleveland became president he was appointed superintendent of the bureau of engraving and printing, a place which he held until he resolved to quit the service of the government and realize the hope he had long cherished of establishing a business of his own in the west. During his four years in that office he reduced the number of employes in the bureau by more than one hundred and its annual cost to the government by more than \$223,000. One of the reforms inaugurated was the introduction of power presses for printing United States and national banknotes. This change was very much opposed and led to an investigation by a committee of congress by which all that Mr. Graves had done was fully approved.

In April, 1889, Mr. Graves made a tour of most of the cities west of the Mississippi and decided to fix his home in Seattle. He had nearly completed arrangements to organize the Washington National Bank when the fire of June 6 that year swept the whole business part of the city out of existence. But what seemed to be a calamity to most people did not dishearten him or change his plans. On June 30, while in Washington, he resigned from the government service and started for his new home, having received a charter for his bank from the controller. When the bank was established he became its president. It was successful

from the start, and when consolidated with the National Bank of Commerce, it had a surplus of \$400,000 and its deposits averaged \$3,500,000. Some years later he became interested in a private bank at Whatcom, now Bellingham, which was conducted for a time under the name of Graves and Purdy, but later became the First National Bank of Bellingham. His interest in this, as well as in the Washington National, he retained until his death.

During his twenty years of residence in Seattle, he was active in his support of every public enterprise, whether for the advancement of the interests of the city or state. His biography for these years if written in detail would include a history of the cities in which his interests were centered, and much of the history of the state as well. His long residence and his acquaintance with men in public life at the national capital make him more useful than almost any other citizen could be in securing appropriations for the navy yard at Bremerton, for coast fortifications, for lighthouses and other aids to commerce, and for the Lake Washington Canal. He was also instrumental in having Fort Lawton established at Magnolia Bluff. He was elected a trustee of the Seattle Chamber of Commerce seventeen times, and was twice its vice-president and nine times its president. He was also president of the Rainier Club, president of a building and loan association, and local treasurer of the Great Northern Railroad.

Mr. Graves was married, in 1868, to Clara Augusta Gale, (a daughter of Dr. Leonard D. Gale, of Washington D. C.), who survives him and now resides in the national capital. He left three children, Edward Bertram (now of Olympia), Jessie (wife of Lieutenant F. H. Burr, of the United States army), and Evelyn (Mrs. Henry Kyr, of Seattle).



Henry R. Hall

HENRY KNOX HALL was long identified with the ship-building interests of Puget Sound, and in the historical records of that important industry on the Pacific coast his name has a conspicuous and enduring place. He was descended from Massachusetts ancestors who for generations were either seafaring men or connected in some capacity with the shipping interests. His great-grandfather, James Hall (son of Richard), was during the first half of the eighteenth century, and subsequently, a shipwright at Hingham on the old "south shore" of Massachusetts Bay, where, in 1755, was born James Hall, Jr., the grandfather of Henry K. James Hall, Jr., known as Captain James Hall, served his country throughout the Revolutionary war as an officer of artillery, rising from sergeant to captain-lieutenant (1780) and continuing in the latter rank until the close of the war, and was a charter member of the Society of the Cincinnati. He spent the remainder of his life in his home town of Cohasset (a small seaport which had been set off from Hingham), and was the father of eight sons (all of whom had to do with the sea) and one daughter. The eldest son of this family was named Henry Knox Hall for Captain Hall's old commander and friend, General Henry Knox (on whose staff he served), and the third son was George Washington Hall, the father of the late Henry K.

George Washington Hall (born January 29, 1790) went to sea at an early age, trading to the Mediterranean, but after his marriage in 1816 to Cynthia Collier, of Scituate, engaged in the bank fisheries, then carried on quite extensively from Cohasset, and at other times ran a packet between Cohasset and Boston and was concerned in salvage operations on the wrecks which were of common occurrence on that

coast. In 1815 he was awarded the gold medal of the Massachusetts Humane Society for saving life from a wreck. His family consisted of sixteen children, fourteen of whom (seven sons and seven daughters) survived to maturity. Although, in the very moderate worldly circumstances of their parents, the children enjoyed no advantages out of the ordinary, their heritage of character and principle from good old Puritan stock, united to the best of home training, were of substantial account to them in after life. All of them were set to work as soon as they were able, the boys going in the packet with their father, or fishing with him or their older brothers or uncles during the spring and summer seasons, and attending school for a few months in the winters.

Henry Knox Hall, eleventh child of George Washington and Cynthia (Collier) Hall, was born in Cohasset, Massachusetts, December 7, 1830. At the age of seventeen he was bound apprentice to a ship-builder of Medford, Massachusetts (then one of the ship-building centers of the Atlantic coast), and afterward he followed his trade with brothers at Cohasset, in shipyards of Boston and Chelsea, and in the navy-yard at Charlestown, where he was an associate and friend of the late Admiral Hichborn (chief constructor of the United States navy), who at that time was a naval apprentice. After his marriage, in 1855, he resided for some years in Chelsea, his wife's home. Throughout the Civil War he was in the Charlestown navy-yard, serving for most of the time as quartermaster in charge of a large gang of shipwrights. In 1867 he went to California, and for four years he was quartermaster in the navy-yard at Mare Island. Returning east in 1871, he lived in Cohasset, his boyhood home, during the remaining years of the life of his mother, who had been left a widow and whose other surviving sons were scattered to different parts of the country.

In the fall of 1873 two of Mr. Hall's brothers, Isaac and Winslow G., established themselves in the ship-building business on the Pacific coast under the firm style of Hall Brothers—Isaac having charge of the building operations at Port Ludlow, Washington, and Winslow G. conducting the office in San Francisco. Their enterprise prospered from the start, and within a year they sent for Henry to join them. He accordingly removed with his family to Port Ludlow, arriving in January, 1875. Isaac died in 1879, and from that time Henry was in sole charge of the ship-yard. In January, 1881, owing to the closing of the sawmill at Port Ludlow, the business was removed to Port Blakeley, and it was carried on at that place until 1903, when it went into the hands of a corporation.

During the thirty years of its existence the firm of Hall Brothers built one hundred and eight vessels, to which Henry K. Hall, before his final retirement, added three more. These ships were all constructed of wood, the large majority being sailing-vessels for the lumber trade, principally schooners, ranging from two-masters of sixty tons in the first years of the business to five-masters of eleven hundred tons, as the "Inca," "H. K. Hall," and "George E. Billings" of the last years. Among the fleet were ten small schooners and ten steamers for the Hawiian inter-island sugar trade; the tug "Wanderer," of Seattle; the well-known revenue-cutter "Richard Rush," built in 1885; the schooner yacht "Aggie," of San Francisco, built in 1880 and still in commission, famous in her day as the champion of the coast; the San Francisco pilot-boats "Lady Mine" and "Bonita," the former still in use at thirty years old, the latter, after a short service, having been sunk by a whale off the Farallon Islands; and the sloop yacht "Kelpie," of Seattle.

The training of the Hall brothers as ship-builders was obtained in the best school in the world, at a time when shipowners took pride in their vessels and the first cost was not the prime consideration. Their vessels were handsome, good sailers and good carriers, and the Hall model and Hall house-flag are known in all ports of the Pacific Ocean, from Puget Sound to Freemantle and from Valparaíso to Vladivostock. They were built on honor, and are examples not only of technical ability but of conscientious work.

During the twenty-two years that the Hall brothers were in business in Port Blakeley they built seventy-seven vessels. This period was the heyday of ship-building on the Pacific coast. The brothers stood second to none in their line, and their yard for most of the time was full, one vessel following another as fast as room was made and contracts being refused for lack of room to the extent, probably, of twenty-five per cent of their output. They had in their employ, for considerable periods, one hundred and fifty or more men, with payrolls up to ten thousand dollars a month, and contributed in no inconsiderable degree to the advancement of the Puget Sound country.

Henry Knox Hall was a man of retiring disposition, to which close attention to his business contributed; not quick to make friends, but holding them to the end; highly esteemed by all who knew him, particularly his employees. He was a consistent church-member, a Mason, and took pleasure from his membership in the Sons of the American Revolution. He was a life-long republican, casting his first vote for president for John C. Fremont, but never held public office. He died August 23, 1909, aged nearly seventy-nine years.

Mr. Hall married, June 28, 1855, Elizabeth B. Bryant (daughter of Southworth Bryant, of Chelsea, Massachusetts),



Clinton A. Seward

who survives him, residing in Winslow, Washington. Children of this union: William Henry, died at the age of four; Nellie B., married, in 1883, Fred E. Sander, of Seattle, and has two children, Elizabeth M. (born 1890) and Henry K. (born 1892); and James Winslow, resides in Winslow.

CLINTON A. SNOWDEN was born near Harvard, Illinois, February 11, 1846. His father, John Snowden, and his mother, Orpha (Allen) Snowden, were among the earliest settlers in McHenry County, the former having arrived there in 1839. After attending the country and village schools in the neighborhood he prepared for college at Ripon, Wisconsin, and later graduated from the old University of Chicago with the class of 1871.

He began work on the *Chicago Times* in August, 1872, as police and fire reporter, and after a little more than a year in that position, and a year as law reporter, he went to Washington at the invitation of the then chief of the secret service division of the treasury department to be its chief clerk. He remained two months in that place, during which his salary was twice raised by two hundred dollars per year, and then resigned and returned to Chicago to be assistant-city editor of the *Times*. Two months later, on May 1, 1875, he became city editor, and he held that place, or that of managing editor, until September, 1881, when he went to Washington as correspondent for the paper. While he was managing editor he believes he ordered sent to the *Times* the longest single dispatch ever transmitted by the Western Union or any other telegraph company. It consisted of the four gospels of the revised New Testament, and was sent on the evening of the day the books were received in New York from London. For a time it occupied all the wires

then owned or controlled by the Western Union Company between Montreal and Toronto on the north and Nashville, Tennessee, on the south. W. H. Summers, who was chief electrician of the company in the west, afterward claimed that he and the managing editor of the *Times* did more that evening to spread the gospel than any other two men ever had before in a like length of time.

Within a year after Mr. Snowden went to Washington as correspondent, some of President Arthur's friends bought the *National Republican* in that city, and he became its managing editor, and with the exception of three or four months, during which he was employed on the *World* in New York (in the winter of 1883-4), continued in that position until the close of the Arthur administration. He then returned to Chicago, and, in company with ex-Postmaster-General Frank Hatton, bought the *Evening Mail*, which he managed until 1888, when he and others organized a company that bought the *Times* from the Storey estate, and he became its editor, the *Mail* being continued as its evening edition. A year later he sold his interest in both papers and came to Washington, fixing his home in Tacoma, where he has since resided. For a year or more he was secretary of the Chamber of Commerce, and then from February, 1892, until August, 1897, was manager and editor of the *Ledger*. In the latter month he was appointed by President McKinley commissioner for lands in the Puyallup Indian Reservation under the act of March 3, 1893, in which position he sold, by consent of the Indians, so much of their allotments as they wished to sell. When the Indians were invested with full title to their allotments by the expiration of the act in March, 1903, he did a general real estate business for a time, and then wrote this History of Washington and other books.

JOHAN J. BROWNE, of Spokane, was born in Greenville, Stark County, Ohio, April 28, 1843, son of Andrew and Elizabeth (Goff) Browne. His paternal grandfather, James C. Browne, came from the north of Ireland and settled in Pennsylvania, removing to Indiana. On his mother's side he descends from Pennsylvania German stock. She died when he was but two years old, and he was reared by his maternal grandparents in Indiana. He received his early education in the schools of Columbia City, Whitley County, Indiana, and at the age of eighteen entered Wabash College in Crawfordsville. To pay his tuition he worked out of study hours and during the summer vacations. After leaving college he engaged in teaching, having charge of the high school in Columbia City and also acting as superintendent of the schools in Goshen, Indiana. Although the educational work appealed in him strongly, as indeed it has throughout life, he felt that a more substantial success was to be derived from the profession of the law, and accordingly took the full course of the law department of the University of Michigan, where he was graduated in 1868.

Being admitted to the bar, Mr. Browne practiced for one year at Columbia City, Indiana, and then went to Oswego, Kansas. After four years at that place, pursuing his profession and for a time occupying the position of county superintendent of schools, he removed to Portland, Oregon. There also, in addition to his legal practice, he continued his active interest in education, serving first by appointment and then by election as superintendent of schools of Multnomah County. Owing to a bronchial affection, to which he had been predisposed from early life, and which was brought on

anew by the moist atmosphere of the coast, he decided to seek a more favorable climate, and in the summer of 1878 came to Spokane.

At that time Spokane had only fifty-four inhabitants. The town site, embracing the falls and what has since become the principal business section, was owned by James N. Glover, who had come up from Oregon in 1873, built the first sawmill, embarked in trade with the Indians and the very few whites, and hopefully awaited the march of development. Mr. Glover's original holding was one hundred and sixty acres, of which he sold forty to Frederick Post. In the remaining tract of one hundred and twenty acres Mr. Browne, conjointly with A. M. Cannon, purchased a one-half interest, each receiving a fourth share and each paying to Mr. Glover the sum of two thousand, five hundred dollars. The property acquired by Mr. Browne and Mr. Cannon included the middle falls, representing nearly half the water-power of the river.

For some seven years after establishing himself in Spokane he was industriously and successfully engaged in legal practice. Spokane was then too insignificant a community to enjoy the dignity of court sessions, and it was therefore necessary to follow the court in its successive appearances in the more important towns of Colfax, Colville, and Walla Walla. By 1885, however, the growth of the place had progressed to such a degree that the property interests of Mr. Browne demanded his chief attention, and he discontinued his professional business at the bar.

He was actively concerned in several of the principal early enterprises in Spokane, largely, for a number of years, in association with A. M. Cannon. In addition to their original real estate acquisition from Mr. Glover, Mr. Browne and

Mr. Cannon purchased a part of Frederick Post's land and obtained a one-half ownership in the lower falls. In partnership with A. J. Ross they built the first street railway (four and one-half miles) for forty-three thousand dollars, subsequently bought out Mr. Ross's share, operated it at a loss, and then sold it to the Washington Water Power Company for a hundred thousand dollars. They also established the *Spokane Chronicle*, conducted it for a time, and disposed of it; this newspaper was later repurchased by Mr. Browne individually and retained by him until 1898. The erection of the fine Auditorium Block, with the theatre (at that time, if not still, the best designed and constructed theatre in the Pacific states), was the joint undertaking of Mr. Browne and Mr. Cannon. Among his other interests in the early period were the Spokane Mill Company and Spokane Cracker Company, of both of which he was president.

In 1888 he established the Browne National Bank. This institution was obliged to suspend in the disastrous panic of 1893, eventually paying to the creditors only thirteen per cent. The remaining obligations were, however, personally assumed by Mr. Browne, and discharged in full without a single suit at law being brought against the bank. He was appointed its receiver by the federal authorities—probably the first instance of the selection of the president of a national bank to administer upon the affairs of his own suspended concern. One of the largest creditors of the institution was the Chemical National Bank of New York, which held its paper to the amount of forty thousand dollars. For this debt the Chemical Bank gave its receipt in full in exchange for Mr. Browne's personal obligations at three and one-half per cent.

His substantial activities have since been continued uninterruptedly in varied affairs and relations of importance. He established and is president of the Columbia Valley Bank at Wenatchee, Washington, with a capital of one hundred thousand dollars and surplus and undivided profits of twenty-five thousand dollars; the Cœur d'Alene Bank and Trust Company at Cœur d'Alene, Idaho, having a capital of fifty thousand dollars; and the Bank of Oroville, Washington, whose capital is twenty-five thousand dollars. Of these three banks one of his sons, Guy C., is vice-president, and another son, Earle P., is director; and all their stock (with the exception of a small amount in the Columbia Valley Bank) is owned by him and members of his family. In addition, Guy C. Browne is president of the Cashmere (Washington) State Bank, which also is the individual enterprise of the Brownes.

Mr. Browne is president of the Columbia Investment Company of Spokane, having taxable property exceeding three hundred thousand dollars; the Spokane Investment Company; the Browne-Post Investment Company (in which F. T. Post is associated with him), and the Prairie Development Company. His personal real estate holdings include some twenty-two hundred acres adjacent to or near the city, much the larger part of which is improved property. He is the largest individual taxpayer in Spokane County.

Retaining all his enthusiasm for educational work (which he regards as of the highest importance, not only to the state but for the best promotion of material interests), he has, since coming to Washington, been active and prominent in that connection. For sixteen years he was a member of the board of education of Spokane, and most of the time was its president. During a number of years previously to 1893

he was a member and president of the board of regents of the University of Washington, located at Seattle. Later he was for several years member of the board of the State Normal School at Cheney. From there he was transferred in 1896 to the board of the Washington State College at Pullman, in which he has held the office of president and is now vice-president.

He has taken a public-spirited interest in efforts to advance the development of Spokane by spreading throughout the country information respecting the city's importance and advantages. With others, he organized several years ago the publicity committee of the Chamber of Commerce, serving as one of its most active and efficient members.

During his early career Mr. Browne was somewhat active in politics. In 1872 he was a delegate from Kansas to the democratic national convention at Baltimore, and in 1888 was a Washington delegate to the national convention of the same party at St. Louis, serving on the committee on platform and notification. Disapproving the new tendencies and leadership of the democratic organization, he has in recent years taken no part in political matters, and has usually voted the republican ticket.

In 1890 he was elected a delegate to the constitutional convention of the state of Washington. This occurred entirely without his expectation, and at the time he was absent in the east. He served in that body as chairman of the committee on state, county, and municipal indebtedness. The article in the constitution under this caption was drafted by him and adopted practically without alteration.

He is known as a speaker of earnestness, marked ability, and extensive and exact information, especially on the more

important questions of public policy that affect the interests of the northwestern country. On the subject of "conservation," which in recent years has engaged so much discussion, he has delivered a number of addresses notable for the strength of the convictions expressed and for the arguments and facts by which they have been sustained. Mr. Browne holds to the view that any comprehensive scheme of control and regulation of natural resources by the federal government is mistaken in theory and inexpedient economically, and that the conservation should be exercised by the states severally. A fundamental objection to such a federal system is, in his opinion, the discrimination necessarily involved in favor of the east against the west. It is not proposed by the conservationists to include in their programme the existing developed resources of the country, in which private property rights have already been acquired, but to apply their doctrines to the still undeveloped and unacquired resources—to the inevitable economic advantage of the developed east and disadvantage of the undeveloped west.

In an address before the United States senate committee on public lands in the city of Washington in February, 1910, Mr. Browne directed attention to this view of the question and also pointed out various objections of detail to the extreme conservation policy.

"East of the Mississippi," he said, "there are more than twenty million horsepower of water, and only four millions of it have been developed. The total horsepower of water in the United States is 66,518,500, of which one-third is located in Oregon, Washington, Idaho, and western Montana. In other words, the Columbia River and its tributaries contain a third of all the waterpower in the United States; and, as may be imagined, we who live in those states are deeply interested in legislation that may affect the title to this power or the lands where it is found. Nearly all the remaining public lands, and therefore nearly all the waterpower upon public lands, are located in the Pacific and

Rocky Mountain states and territories and in Alaska. Whatever legislation, therefore, congress enacts affecting public lands, or relating to conservation of natural resources within federal jurisdiction, applies almost wholly to the states I have named. If such legislation is good, the people of these states will be benefited, but if not good, they will be the chief sufferers.

"We are in favor of conservation, and we are also in favor of progress and development. The land should be used for purposes for which they are best suited, but should not be abused. The mines should be developed, but not destroyed. The timber should be used so as not to destroy the forests. These resources in time will all be exhausted, but not so with the waterpowers, which are inexhaustible. The waterpower developed a century ago is as good today as then, and it will be as good a century hence. We need that power for a hundred civilizing purposes in our country—for manufacturing, for operating railways of all kinds, for lighting houses and streets, and for a multitude of other purposes.

"In the Columbia River valley we have enough water for all purposes of the present day, and for generations to come; including the operation of all the railroads we shall ever need, all the manufacturing we shall ever do, and all the cities we shall ever build. That waterpower is so great that if ten thousand horsepower of it on the average should be developed every year, it would take two thousand four hundred years before all of it would be in use, and when once in use it would be in use forever. If we were to develop one hundred thousand horsepower a year, it would take more than two hundred and forty-one years before all of it would be developed.

"Water powers are local and confined in their operation to comparatively small areas. Each community needs power to manufacture its raw materials. If the land upon which these powers are located is restored to entry under existing laws, the titles for the most part will go to bona fide settlers living in the several communities, and will largely be developed by local capital. Water powers on public lands are not located in cities, but in the wilderness, or in sparsely settled districts, and if the power should be a large one it will take many years for its full development. No man can afford to put in his time and money developing such a power upon a leasehold. He needs the title in fee simple. He is not building for himself alone, but for posterity.

"The government should cancel the withdrawal of those lands and dispose of them to the people who need them and will use them. In the very nature of the case there can be no monopoly in this matter. The states respectively own the waters in the rivers

within their boundaries, subject only to the right of navigation, which is controlled by the federal government. This principle is so generally recognized that every good lawyer is familiar with the decisions of the courts justifying it. Each state has full power to regulate the water powers within its boundaries, and the federal government should either give the settler the title in fee to these lands, or turn the lands containing waterpowers, coal, minerals, etc., over to the states. The present policy is retarding development, and progress must soon cease unless it can be changed. The people should be given every opportunity to develop the country in which they live.

"As the state already owns the water, why should it not own the land also? All this land, with its coal and other deposits, should be turned over to the states, which alone have the power to take and to regulate the industries that may result from these natural resources. In the east all of this power is in private hands and has been from the beginning. If congress should now pass a law to fix and control the price of power on government land, it would not give the man who now wants to develop that power the same chance that people had who have for generations been developing the power east of the Mississippi.

"Recently a large number of water powers have been withdrawn by the government in our territory. Practically all these powers along the Snake River have been thus withdrawn, and there are more along that river than along any other river in the country. Washington, Idaho, and Montana will develop much more rapidly than at present if given an opportunity. Men from New England and the east generally, where waterpower is plentiful, are almost daily looking our country over with a view to establishing manufacturing plants, if given the opportunity. Under existing regulations, which I hold are unlawful, these men cannot secure the land they must have if they are to develop power. Yet under the old law, which gave any person the right to select land and develop power, the waterpower of the east has all been developed. Of the twenty-four millions horsepower in the Columbia valley, only four hundred and fifty thousand is thus far developed.

"I have read magazine articles about the grabbing of this power. What we want is opportunity for any man in the United States to go to our country and get water. We do not want the country standing idle and the water running to the ocean, as it has been doing for countless thousands of years. The way to get wealth and revenue and cities and churches and schools into our country is to develop these waterpowers. Spokane, now a city of one hundred and twenty-five thousand people, has grown because it is built on a waterpower. There are many other water-



Geo. S. Baker

powers in that vicinity equally valuable, if they can be taken hold of. We ought to have cities of from fifty thousand to one hundred and fifty thousand people all over the territory, just as at Minneapolis there are three hundred thousand people, largely due to the waterpower at St. Anthony's Falls."

He has frequently addressed representative bodies of citizens on this important question. In the early part of 1910 he was elected president of the newly organized Western Conservation League.

Mr. Browne married, in Iola, Kansas, June 16, 1874, Anna W. Stratton, daughter of Rev. H. W. Stratton, of that place. Their children are: 1. Guy C., married Caroline Mayer and has three children, Karl M., Marguerite, and John J. 2. Earle P., married Florence Littlefield, of Wenatchee, and has two children, Hazel and Anna. 3. Alta, married Boyd Hamilton; they reside in Cœur d'Alene, Idaho, and have one child, Dale B. 4. Irma S., married G. M. Ross, of Cœur d'Alene, and has one child, Alta Frances. 5. Hazel, married E. M. Sweeley, of Twin Falls, Idaho.

JOHN SHERMAN BAKER, son of Asahel Morse and Martha (Sprague) Baker, was born in Cleveland, Ohio, November 21, 1861, and is a descendant of Edward Baker, a farmer from England, who, accompanied by his wife Joan, came with the fleet commanded by Governor Winthrop which arrived in Boston in June, 1630, and settled almost immediately at Lynn, just across the bay, at a place still known as Baker's Hill. Edward Baker's descendants were prominent in the early history of Massachusetts and Connecticut as soldiers, patriots, and statesmen. Abner, the grandfather of John S., more than a century ago was a pioneer of Ohio, founding the town of Norwalk, where many

of the family yet reside. John Sherman Baker was named for John Sherman, long senator from Ohio and later secretary of the treasury, who was a relative and business associate of General John W. Sprague, Mr. Baker's mother's brother. When the boy was born his mother wished to name him for her brother, General Sprague, then a prisoner of war in Richmond, but did not care to do so while the general remained a prisoner. General Sprague was afterward exchanged through the efforts of Senator Sherman, and by his request young Baker was named for the senator rather than for himself. The family presently moved to Chicago, where the father was for many years a member of the board of trade. The son attended public schools until sixteen, and then for three years was employed by a grain commission house.

In 1881, before the age of twenty, he removed to Tacoma, at that time a town of less than a thousand people. He arrived with less than fifty dollars and a government four per cent one hundred dollar bond, the net result of his boyhood savings. During the first ten months he worked in the railroad office on the dock and in surveying in eastern Washington and Idaho. In the summer of 1882 he bought, largely on credit, an interest in a general store at Carbonado, and was sole manager for about one year, when he sold out and found himself in sufficient funds with which to purchase a small grocery store, occupying the only brick building on Pacific Avenue near Ninth Street. Early reaching for outside business, in less than six years he had the largest wholesale trade in the state outside of Seattle. He continued in the grocery trade until 1889, when other investments and enterprises claimed his attention.

From an early period of his residence in Tacoma he had begun to deal in real estate, and, having unbounded faith

in the future of the place, in less than eight years after his arrival he was the heaviest individual taxpayer in the city and county, as he is to this day. He was among the first to put up modern store and office buildings, among them being the Union block and the Baker, Exchange, Bernice, and Arcade buildings. He acquired and platted large tracts now handsomely built up in the central residence districts, and today owns upward of five hundred acres in the city of Tacoma, including large holdings on the Puyallup River and fully one-half of the entire five miles of waterfront on the west side of the city. In addition, he early became interested in various Tacoma banks, and in 1888, in company with the late John C. Bullitt, of Philadelphia, Colonel C. W. Griggs, Henry Hewitt, Jr., George Browne, L. D. Campbell, T. B. and H. C. Wallace, and others, organized the Fidelity Trust Company, the oldest trust company in the state, of which, during the past few years, he has been the active head. His investments in this line are not confined to his home city, as he is interested as a stockholder in many banks throughout the state, and to some extent in Oregon. For several years he was vice-president of and largely interested in the Tacoma Grain Company, owning and operating a system of fifty warehouses in Washington and Idaho and one of the largest flour mills on the Pacific coast. He was also extensively engaged for some years in fruit farming in the Yakima valley, was at one time in the timber and saw-mill business, was actively concerned in contracting of various kinds, and now owns and operates steamboats on Puget Sound, being president of the Alaska Coast Steamship Company and vice-president of the Alaska Pacific Steamship Company, both of which are agencies for the upbuilding of Tacoma and successful corporations.

In 1890 he began to take an active interest in mining, and was among the first Americans to invade British Columbia in what are known as the Trail Creek and Kootenai mining divisions, where he now has many crown-granted claims, some of them being under lease. In the Coeur d'Alene lead and silver district of Idaho he opened up the famous "You Like" property, which has since paid immense dividends and is now a part of the holdings of the Federal Mining and Smelting Company. His mining interests include property in the Klondike and Nome districts, the major part of which he has recently disposed of to the Guggenheims.

During the second year of his store-keeping experience the through line of the Northern Pacific Railway was completed to Tacoma. He was appointed the first agent of the Northern Pacific Express Company, and personally made daily trips to deliver the money-box to the earliest outgoing trains long before daylight in the winter months. At times he represented several English fire insurance companies, being ready to undertake anything that spoke for early success and financial independence. In those days grocery stocks for Puget Sound were bought in San Francisco, communication with which was by steamer only. On one occasion Mr. Baker received advance information of a big jump in the price of sugar, and immediately bought up all the sugar obtainable in Portland and the Sound cities, reselling it to the trade at a large profit a few days later.

When Washington was admitted as a state in 1889 he was elected to the state senate (where he served four years), receiving at the election the highest vote of the six contestants, three of whom were chosen at large from his home county of Pierce.

Always interested in baseball, he organized the game in Tacoma, played with the team for several years, and later at times presided over the professional baseball club.

In 1887 Mr. Baker married Laura Ainsworth, eldest daughter of the late Captain John C. Ainsworth, founder and lifelong head of the Oregon Steam Navigation Company, the greatest factor in the early development of Portland and the state of Oregon, and director of the Northern Pacific Railway during its construction period. Mrs. Baker died in 1890, leaving one child, Bernice Ainsworth Baker.

He is a charter member of the Union Club (of which he has been treasurer and president), the Commercial Club, and the Chamber of Commerce, and a life member of the oldest Masonic lodge in the city.

GEORGE V. CALHOUN, of Seattle, was born in the province of New Brunswick, October 19, 1837, son of John and Mary (Brewster) Calhoun, through both of whom he is descended from ancestors who were early settlers in America, the Calhouns having been first established in the south and the Brewsters in New England. His early life was spent on a farm, and he received his general education in the country schools and Horton Academy. Pursuing professional studies in the University of Glasgow, he was graduated on the 1st of May, 1862, with the degree of doctor of medicine. In 1862 he came to the United States and was attached to the army of the Potomac as contracting surgeon until the close of the Civil War in 1865. He then made the journey to Washington Territory, by way of Nicaragua and San Francisco, arriving in Port Angeles on the Strait of Juan de Fuca. In 1866 he established the Marine Hospital at Port Townsend, and during the next six years served as contracting

surgeon there, also practicing medicine. From 1875 to 1879 he was in professional practice in Seattle, and from 1879 to 1895 in La Conner (where he purchased land); since 1895 he has been retired from active practice.

Throughout his residence in Washington Dr. Calhoun has been active, for much of the time prominent, in public affairs. In 1869 he represented Jefferson and Clallam counties in the territorial council, and later in the territorial period he was president of the board of University regents. He had a leading part in securing the nomination of E. P. Ferry as the first governor of the state in 1890, and on the same occasion was defeated in the convention for the nomination for lieutenant-governor by a majority of two votes. In 1892 he was a candidate before the republican convention for the governorship, but was beaten by a small majority. He was president of the first state medical examining board, being appointed by Governor Ferry; president of the state board of trade in 1891-3; presidential elector in 1892, delivering the first presidential vote of the state in favor of Benjamin Harrison, and executive commissioner from Washington to the World's Fair at Chicago in 1893. He is a Mason and a member of the Pioneers' Society.

Dr. Calhoun married, in Nova Scotia, 1863, Ellen Mein, daughter of William Mein, of Glasgow, Scotland; she died May 10, 1898. Their children, all living, are William M., Nellie, Maggie D. (Mrs. Shields), Laura (Mrs. Wotherspoon), Alice M., Annie H., Dr. Grant, Scott, and Dr. Arthur P.

EDWIN TRUMAN COMAN, of Spokane, was born in Kankakee, Illinois, May 25, 1869, son of Daniel Franklin and Rosilla J. Coman. He is descended through both his father and mother from New England ancestors,



Edwin T. Coman

the paternal family having been of Massachusetts and the maternal of New Hampshire origin. Educated in the public schools of his native town, Michigan University, and the Washington and Lee University at Lexington, Virginia, Mr. Coman, after completing his studies, was admitted to the bar, and he continued in the practice of the law until the age of twenty-seven. In 1894 he removed to the state of Washington and located at Colfax in Whitman County. There in 1897 he first became interested in banking by being elected cashier of the First National Bank of Colfax, whose business was developed from a deposit of less than a hundred thousand dollars to half a million in a few years. In 1905 the First National Bank and the Colfax National Bank were consolidated, with Mr. Coman as vice-president and manager. In 1907 he was elected vice-president and manager of the Exchange National Bank of Spokane, and he has since continued his residence in Spokane, being one of its best known and most influential citizens.

Mr. Coman enjoys a reputation for ability and success not exceeded by that of any banker in eastern Washington. In recognition of his standing among bankers, the Washington State Bankers' Association elected him as its president in 1905, he being the youngest member to receive that high honor and the first from a comparatively small country bank. He is president of the Exchange National Bank of Spokane, the First Savings and Trust Bank of Whitman County, and the Bank of Endicott, and is vice-president of the Bank of Rosalia and also vice-president of the National Bank of Palouse.

He is a member of the vestry of St. Paul's Episcopal Cathedral of Spokane. His club memberships include the Spokane Club, the Spokane Athletic Club, and the University Club.

Mr. Coman married, March 10, 1897, Ruth Martin, daughter of Robert Martin of Carrollton, Missouri. They have three children: Edwin Truman Coman, Jr., Robert Martin Coman, and Catherine Coman.

CHARLES E. COON, of Port Townsend, was born in Friendship, Allegany County, New York, in 1842, son of Arthur A. and Emeline (Evarts) Coon. His paternal family is of Scottish ancestry. On the side of his mother he is descended from the same family to which the noted William M. Evarts, of New York, belonged; and through her he is a great-grandson of Brigadier-General Gideon Brownson, who in the Revolution commanded a brigade of Green Mountain boys.

Mr. Coon received a public school education in his native locality. Immediately following President Lincoln's call for volunteers, when only eighteen years old, he enlisted (April 24, 1861) in the Twenty-third New York Volunteer Infantry, and with that regiment he was in active service in the army of the Potomac until 1863, when he was assigned to the position of deputy provost marshal and chief clerk for the twenty-seventh New York congressional district.

In 1864 he was appointed to a clerkship in the office of the treasurer of the United States at Washington. This was the beginning of a period of more than twenty-one years of service in connection with the treasury department, culminating in his promotion to the office of assistant-secretary of the treasury, and distinguished throughout by marked ability and fidelity in the discharge of his duties. In 1871 he was designated as one of the staff selected by Assistant-Secretary William A. Richardson to take charge of the refunding of the bonded debt of the United States.



Charles E. Coon

In that capacity he was at first assistant-funding agent, but later became agent in charge. He was engaged in the work ten years, making twelve trips across the ocean, and it was estimated that money and securities aggregating a thousand million dollars passed through his hands.

“Mr. Coon was in the office of the secretary of the treasury when Secretary John Sherman brought about the resumption of specie payments. By Mr. Sherman's direction he prepared an exhaustive report to congress, which was published under the title of ‘Refunding and Resumption of Specie Payments.’ The last notable service performed by Mr. Coon was at the outset of the Garfield administration, when a disturbance of the balance of trade was threatened by the return from abroad of a large amount of United States bonds about to fall due. He proffered his services to Secretary Windom and expressed the opinion that he could exchange these bonds in Europe for long-term bonds bearing a lower rate of interest. He was given authority to show what he could do in this line, and accordingly he went to London, with one clerk, mainly at his own expense, and through his acquaintance with financiers over there, both in England and on the continent, succeeded in refunding seventy-five million dollars of these bond-holdings into four per cent bonds. The saving in interest was enormous, and congress reimbursed him for all expenses incurred.

“In April, 1884, Mr. Coon was selected by President Arthur to be assistant-secretary of the treasury, and he was immediately confirmed by the senate, a promotion that was very gratifying to Mr. Coon, as a suitable recognition of his abilities and long service. After Charles J. Folger's death, and until his successor was appointed, he was designated as acting-secretary. When the Cleveland administration took hold in 1885, Mr. Coon, although a republican, was requested to remain, and served under President Cleveland for nine months, when he resigned. His continuous service in the treasury department lasted from Salmon P. Chase, in 1864, to Daniel Manning, in 1885. He was widely known as an authority on matters in connection with fiscal operations of the government, and the newspapers in those days made constant use of him as a source of information and as an authority on government finance. Although a strong republican, it should be stated that Colonel Coon won his promotion solely on merit, and on account of his hard work, knowledge, and ability.”

After his resignation of the office of assistant-secretary of the treasury he removed to New York City. In 1888 he accepted the republican nomination for congress in the tenth district, a strong democratic constituency, and though defeated ran a thousand votes ahead of the presidential ticket.

His removal to the state of Washington was occasioned by his observations during a visit to Tacoma in 1895, when, being very favorably impressed with the Puget Sound country, he decided to remain and embark in business. He established himself permanently in Port Townsend in 1897, organizing the Port Townsend Mercantile Company, of which he has since been president. He is one of the most conspicuous and esteemed citizens of that place, has served two terms as its mayor, and has been active and prominent in promoting the work of the Chamber of Commerce, of which he has repeatedly been president. Among the municipal projects that he inaugurated as mayor was the construction of the Olympic gravity water system, by which pure mountain water is brought from the Olympic Forest Reserve, a distance of twenty miles, for the supply of the inhabitants of the city and also the garrisons of the great United States forts of Worden and Flagler. This was estimated to cost a quarter of a million dollars and was generally pronounced impossible of achievement by a city of five thousand people. Mayor Coon carried it through in the face of considerable opposition, and at the time assured the citizens that within twenty years the surplus earnings would pay all their city taxes. The system has been such a conspicuous success that it seems now that this estimate of time should be shortened. During the progress of the construction work his election as lieutenant-governor occurred, but the city insisted on his serving another term as mayor so that he could finish the water-works.



A. S. McGowan

In 1904 he was elected lieutenant-governor of Washington, continuing until 1909. While the incumbent of that office his influence and example were uniformly in favor of the strictest accountability of all public officials. His attitude in this particular was illustrated by his action in returning to the treasury the unexpended balance of an appropriation, although he had authority to use the whole amount at his discretion.

He was one of the first to join the Grand Army of the Republic when it was organized in the city of Washington, being a member of Burnside Post there, and later of the Port Townsend post. He is also a member of the Society of the Army of the Potomac, the Union Soldiers' Alliance, the Sons of the Revolution, the Masonic order, and the Elks.

SAMUEL GOODLOVE COSGROVE, sixth governor of the state of Washington, was born in Tuscarawas County, Ohio, April 10, 1847. He was reared in Defiance County in the same state, where, in 1863, at the age of sixteen, he enlisted in the Fourteenth Ohio Volunteers. With that regiment he was in active service throughout the remaining two years of the Civil War. After receiving his honorable discharge he returned to Ohio, and in 1866 entered the Ohio Wesleyan University at Delaware. The educational course thus begun was pursued under difficulties, for, being obliged to pay his own way through college, he had to suspend his attendance to earn the necessary money. He was graduated from the university with the class of 1873, among his classmates being Charles W. Fairbanks, afterward vice-president of the United States, Herman W. Crow, supreme

judge of Washington, and others who have risen to prominence. He then pursued legal studies in a law office in Woodfield, Ohio, and was admitted to the bar in 1875.

Mr. Cosgrove left Ohio in 1880 and came overland to the Pacific coast. After spending some time in Nevada and California he decided to make his permanent home in Washington, and in 1882 settled in Pomeroy, Garfield County. Of that community he was a resident until his death, and was its most prominent, influential, and honored citizen. He engaged in the practice of the law with M. M. Godman (then of Dayton and now of Seattle), a partnership which continued until Mr. Godman's election to the superior bench in 1896. Subsequently he practiced alone until 1904, when his eldest son became associated with him. Acquiring gradually substantial possessions in farm lands, Mr. Cosgrove was at all times an enthusiastic agriculturist. At his death he owned some fourteen hundred acres in Washington and Idaho.

As a citizen of Pomeroy he took an active part in its local affairs. When that town was organized under the early territorial charter he was a member of its first council, and afterward he served as mayor five terms and was for eight terms a member of the school board.

From his earliest residence in Washington he interested himself warmly in politics as a supporter of the republican party, and in that connection he soon became known as a leader. It has been said that there was probably no other man of the state who was so constant in attendance at conventions. A speaker of force and attractiveness, and above all a man of decided views on public questions and an uncompromising advocate of the principles and policies in which he believed, he exercised a powerful influence in the councils of his party and generally among the people of the state.

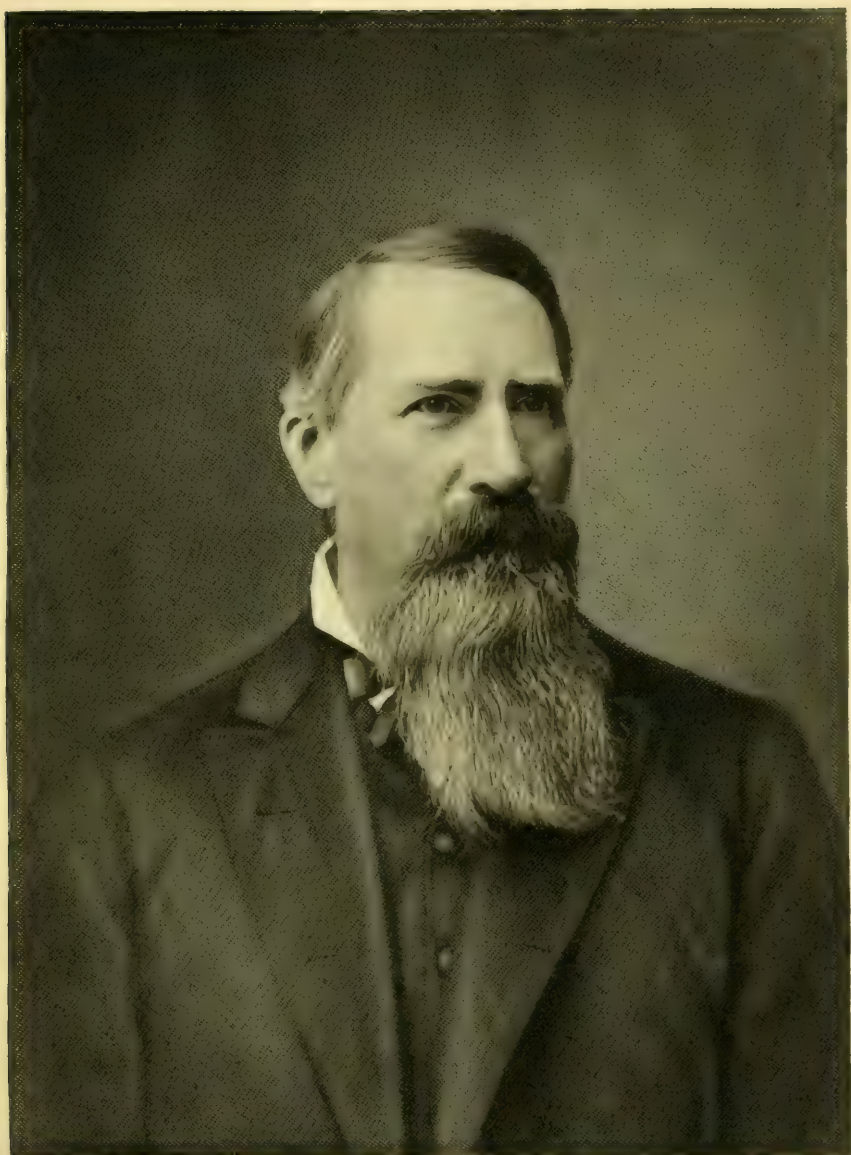
Living in eastern Washington, at the end of a branch line of railway in the center of a great fertile grain region, he naturally became an advocate of the state regulation of railways, and as a party leader was very energetic in urging that issue. In the earlier stages of the controversy the fight was made for legislative rate reduction, and Mr. Cosgrove is said to have been the author of every plank in the republican platforms demanding such reduction. Throughout his career he was consistent in the support of progressive principles and tolerated no suggestion that the realization of his personal ambitions might be facilitated by a less positive attitude. In the state convention of 1898, as the head of the Garfield County delegation, he came pledged in the interest of a candidate for the governorship who was opposed by the railway influences and who, on that account, as it presently appeared, would fail to secure the nomination. It was intimated to Mr. Cosgrove that if he would consent to the use of his name the nomination would go to him, but he rejected the proposal and stood by his pledges throughout the convention fight.

From an early period he cherished an ambition to become governor of Washington, and in the course of time this was frankly announced. Though many years elapsed before he attained that position, he at all times cheerfully accepted the adverse results, and there was no one more prompt or persevering in campaign service. Minor nominations—as those for lieutenant-governor, congress, and the supreme bench—were on several occasions offered him, but he declined them, although accepting a number of strictly honorary positions. He was a member of the constitutional convention of 1889, was presidential elector in 1900 and 1904, and during the last three years of his life was one of the board of regents of the State University at Seattle.

Mr. Cosgrove was one of the original advocates and most powerful supporters of the primary nomination law. Soon after its enactment, in 1907, he publicly announced his intention to make the campaign for governor upon the first trial of that statute. Engaging in the canvass, he visited every city, town, and settlement of the state, with the result that in one hundred and one thousand votes cast he received considerably more than a majority of first and second choice expressions. At the election of November, 1908, he was chosen governor by a plurality of 52,064.

The arduous campaign work to which he had applied himself so many months had, however, seriously affected his health, and soon after the election he went to Paso Robles in southern California in the hope that with a change of climate and scene he would recover. On the 22d of January, 1909, he left Paso Robles in a private car to assume the office of governor. The train was delayed by storms, and he did not arrive in Olympia until the 27th. On the 28th he was sworn in and made his inaugural address in the presence of the legislature and state officers, insisting on this course as due to the dignity of the occasion, although it had been proposed to perform the ceremony in his private car. He then returned to Paso Robles, where he died two months later—March 28, 1909. His body was brought by special train to Olympia. A state funeral was held on the 31st of March, participated in by all the public officials and by a great assemblage of delegations and citizens from every portion of the state.

Governor Cosgrove was a typical representative of the best citizenship of Washington. He was especially known for great decision of character, earnestness of conviction, and loyalty and integrity in all his relations, public and



Samuel C Wingard -



private. "He had," said a Spokane newspaper, "all the courage and unflagging energy characteristic of the successful pioneers and men of affairs of Washington."

He married, June 25, 1878, Zephorena Edgerton, daughter of E. Edgerton, of Cleveland, Ohio. He is survived by his wife and three children: Howard G., aged twenty-eight; Elliott E., aged twenty-six, and Myrn, wife of Roy Kinnear, of Seattle.

SAMUEL C. WINGARD came to Washington in the year 1870, was soon afterward appointed United States attorney for the territory, served in that office several years, and was subsequently for eleven years (1875-86) associate-justice of the supreme court. He was a prominent and honored citizen of Walla Walla, and at his death in 1910 was one of the oldest and most distinguished survivors of the early times.

Born in Huntingdon County, Pennsylvania, August 6, 1825, Judge Wingard was a member of a notable and influential family. A brother, Major Charles Wingard, was an eminent officer of the United States army, in which he served as paymaster a large part of his life. One of his sisters was the wife of General Albright, and another was the wife of General John A. Bingham.

He was graduated from Dickerson College in 1847. Before making his choice of a profession he pursued studies in theology, medicine, and law, thus acquiring the foundations of that comprehensive intellectual accomplishment for which he became preëminent. Deciding on the law, he was admitted to the bar in 1850 at the age of twenty-five, and embarked in practice in his native state. Being elected to the Pennsylvania legislature for several terms, he served in that body with

marked distinction. Before coming to the Pacific coast he was for a period of ten years assistant-attorney of the Pennsylvania Railroad Company.

In 1870 he removed to Portland, Oregon, assuming the position of legal representative of the Northern Pacific Railroad, to which he had been appointed at the instance of his friend, Jay Cooke, who at that time was the chief promoter of the Northern Pacific project. Owing to Mr. Cooke's failure and the practical suspension of the activities of the company, he did not continue long in that capacity. For some time he was associated in professional business at Olympia with Judge Dennison, a leading member of the Washington bar and at one time chief-justice of the supreme court. He received from President Grant in 1870 the appointment of United States attorney for Washington Territory, and he continued to perform the duties of the position for about four years. In the spring of 1875 he was appointed associate-justice of the territorial supreme court. On that bench he served with great ability and the most honorable reputation until 1886, when he retired to private life. As above noted, his home was in Walla Walla, and of that community he was a highly respected and esteemed citizen. He died there on the 4th of May, 1910.

At a meeting of the Bar Association of Walla Walla commemorative resolutions were adopted, in which the following tribute was paid to him:

"Judge Wingard was regarded by all as a man of forceful character, and from 1875 to 1886 was one of the foremost members of the bench of the territory of Washington, being the first judge to preside in the court-room of the present county court house. He was in the best sense prominent for many years in the legal, political, and social life of Washington territory and state. He brought to the bench a broad and comprehensive legal knowledge. He was a man of wide literary attainments, and, deeply interested in the



Amos Brown

works of eminent scientific reading, made his opinions at once valuable and much sought for. His sound judgment, determination, and intelligence made him throughout his long life an important factor in the affairs of the community.

"He was possessed of great vigor, both of mind and body; self-reliant and aggressive, he neither fawned nor flattered; he loved uprightness and straightforwardness but hated shams, pretenses, and make-believes. A partisan among partisans, he however had broad toleration for those who openly espoused the opposite side of a controversy. Politics was for him the application of the principles in which he believed to the administration of state and national affairs, and had for him the attraction that it always has for noble and generous minds. He recognized the kinship between law and politics and took the broad, high view of both.

"With all his great attainments and scholarship, there was none of the pride or pomp of learning about him. They sat easily upon him, for he

"Bore without abuse
The grand old name of gentleman."

A friend communicates the following: "To his universal ability and vigorous, sterling character was due in no small measure the high position held by Walla Walla among the cities of the west, and he was honored above most others in the hearts of his fellow-citizens. To those of us who knew him more intimately he was always the same delightful example of the brilliant and courteous gentleman, whose greeting never lost its cordial spontaniety and whose humor and sparkling wit never carried a sting with it."

AMOS BROWN, one of the pioneer lumbermen of Puget Sound (operating at Port Gamble and that vicinity as early as 1858), and subsequently, until his death in 1899, a large property owner and highly esteemed citizen of Seattle, was born in Bristol, Grafton County, New Hampshire, July 29, 1833, son of Joseph and Relief (Orduray) Brown. The Brown family in his line was established in New England at an early colonial period, and was of original

Scotch and English ancestry. His father was a successful lumber manufacturer, with extensive mills on the Merrimac River. Retiring from the business at the age of sixty, he was succeeded by his sons, who also conducted it profitably.

Amos Brown was from very early boyhood actively engaged in the lumbering business of his father. When only ten years old he was employed in the lumber camp, and afterward he worked at driving logs on the river. He thus became inured to labor, and was known as a hardy, daring, and fearless youth. Being transferred to the mills, he showed himself to be no less qualified for that branch of the work, was promoted to various responsible positions and finally made superintendent, and acquired an intimate knowledge of the lumber business in all its details. At the age of twenty-one he left home, but continued to devote his energies to the same occupation until 1858. In that year, attracted by the reports of great wealth to be gained in the Fraser River gold fields, he sold his interests in the east and, going to New York, purchased for two hundred and twenty-five dollars a passage to Victoria, British Columbia, by way of the Isthmus of Panama. He made the journey safely, though with all the manifold discomforts of the time, in crowded vessels on both coasts. When he arrived in Victoria the disappointed miners were returning in throngs from the unprofitable diggings, and it was evident to him that he would have to seek some other field for his activities. He accordingly went to Port Gamble, Washington, where he found employment in the lumber business at seventy-five dollars a month and expenses. For a year he was in charge of logging camps, and he then bought an interest in logging teams and secured contracts with the mills to deliver logs. After conducting the business successfully for two years he

disposed of his interest and resumed employment with the company with which he had first been engaged, continuing in that connection, in responsible positions, until 1865, when he resigned and went east to visit his early home in New Hampshire.

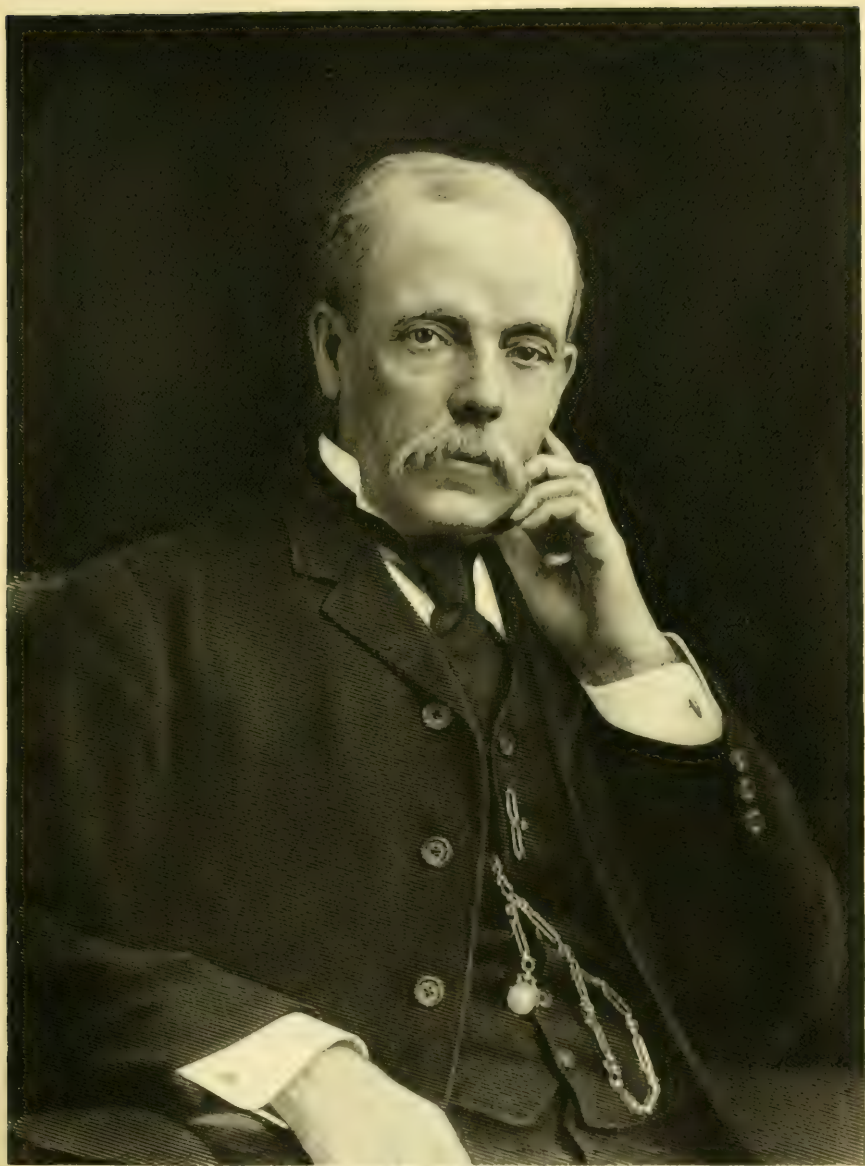
In 1859, soon after embarking in the lumber trade in Port Gamble, Mr. Brown had availed himself of an opportunity to acquire property in Seattle, although without making a personal inspection of it. His purchase was on Spring Street, between Second Avenue and the waterfront. In 1861 he visited Seattle for the first time, and two years later, in association with R. Maddocks and John Condon, he built the Occidental Hotel on the site of the present Occidental Block. This establishment was conducted by Maddocks, Brown, and Company for two years, when he sold his interest to John Collins. In September, 1867, following his visit to New Hampshire, he came to Seattle and entered into a copartnership in the lumber trade with I. C. Ellis, of Olympia. The enterprise proved highly successful, being conducted for some ten years in connection with Mr. Ellis and afterward by Mr. Brown alone until 1882, when he sold out. From that time until his death he was practically retired from active affairs, devoting his attention to his invested interests, which, as the result of increased values and extensive operations in real estate, had become of considerable magnitude. In addition to large holdings of Seattle property he owned valuable tracts of timber land in several counties adjoining the Sound.

In his political relations Mr. Brown was a republican, warmly interested in the cause of the party, but during his later years was not active in political work. As a man and citizen he was known for the most sterling qualities. He

served as a member of the city council of Seattle, and for two terms was a director of the State Insane Asylum at Steilacoom. His death occurred April 8, 1899. Upon that occasion one who knew him well wrote:

"In the passing away of Amos Brown the Sound country loses one of its best pioneer citizens. For over forty years a citizen and actively identified as he was with the growth of the country, his death cannot be considered in any other light than as a loss to the community. He was public-spirited and interested in any movement for the promotion or advancement of measures for the general good, and he was scrupulously honest and upright in his dealings with his fellow-men. The punctual liquidation of a debt or obligation was one of the cardinal principles of his character. Liberal and benevolent, he was well known for his generosity, yet his giving was always without ostentation or display. When but a boy he exhibited this same generous spirit and kindly solicitude for others, and often when wet, cold, and hungry himself, he would carry wood and food to a poor widow, who lived neighbor to his parents, before providing for his own comfort. He always took a lively interest in young men and aided many in securing positions where they could advance their own interests through diligence and ability. In the early days of his residence in the northwest he was known as the friend of the Indians, and as he never took advantage of them or betrayed their confidence he was loved and trusted by them. He always had a kindly feeling for the unfortunate and erring, and often when men were arrested for vagrancy or trifling offences he secured their release, pledging himself to furnish them employment and become responsible for them. It is pleasing to know that his kindness was appreciated and seldom abused."

He married, in the fall of 1867, Annie M. Peebles, who was born in the state of New York. They built their first home in the same year on Front Street near Spring, which was then so far beyond the limits of the town as to be almost in the wilderness. In time the little pioneer dwelling gave way to the demands of business, and the family removed to a new home, which in its day was one of the finest in the city. Their children: Alson L., a member of the firm of



A. H. Dearborn

Kinnear, Brown, and Company; Brownie, wife of R. M. Kinnear; Ora, wife of Dr. Waldo Richardson; Anna, wife of Howard B. Ames, and Helen.

H. H. DEARBORN was for the last twenty-nine years of his life a useful, prominent, and honored citizen of Seattle. Before coming to Washington he was actively concerned, as a banker in the east, in financial transactions in behalf of the Northern Pacific Railway Company; and as early as 1871 he made a personal tour of the entire route projected for that road, and his favorable report of his observations was instrumental in promoting confidence in the undertaking. After establishing himself in Seattle he became one of that city's most energetic and influential men of affairs. His name is not only conspicuously identified with the substantial progress of Seattle but with the promotion of its representative moral and intellectual interests, and also has a place among its generous benefactors.

He was born July 27, 1844, in Candia, New Hampshire, a town which, according to its local historian, has sent forth more successful men than any other in New England. Less than three leagues distant was the birthplace of General Benjamin F. Butler, who removed to Lowell, Massachusetts, before the Dearborn family went there, and whose mother and Mr. Dearborn's mother were steadfast friends. A cousin of Mr. Dearborn's was Albert Palmer, a native of Candia, who ranked with Wendell Phillips as an orator and was mayor of Boston during Butler's term as governor. The Dearborns in the genealogical line of H. H. Dearborn were of Revolutionary ancestry, and, according to the late Professor Dearborn of Yale, were of near kin to the Dear-

born pioneers of Chicago and also to Major-General Dearborn, secretary of war under President Washington.

In 1852, when he was eight years old, the family removed to Lowell, Massachusetts, and he received his education in the schools of that place, graduating from the high school in 1860. At the age of seventeen he engaged in business employment in the cotton and wool trade in Lowell, and in 1866 he embarked, on his own account, in the brokerage business in the same city. Two years later he founded (also in Lowell) the private banking firm of H. H. Dearborn, which later became H. H. and G. F. Dearborn, his brother being associated with him. This firm was selected in 1869 by Jay Cooke, of Philadelphia, as the New England agency for placing the Northern Pacific bonds, and it also had the exclusive agency for the Cunard and White Star Steamship companies. Greatly interested in the project of building the Northern Pacific Railway across the continent to Puget Sound, he decided on a personal tour of inspection for his own satisfaction and that of his firm's clients. This tour he made over the whole route to Seattle in 1871, occupying six months. His resulting report on the country traversed and its resources and opportunities was so favorably regarded by Jay Cooke and Company that they volunteered to share the expense of the trip. He continued in the banking business in Lowell until the spring of 1880, when, with his brother, L. F. Dearborn, he came to Seattle to live, another brother, G. F. Dearborn, following soon afterward.

Interesting himself in real estate investments in Seattle, he soon became a considerable property owner. Upon the completion of the Northern Pacific Railway in 1883 he was one of the notable company of invited guests at the driving of the last spike in Montana. He established in

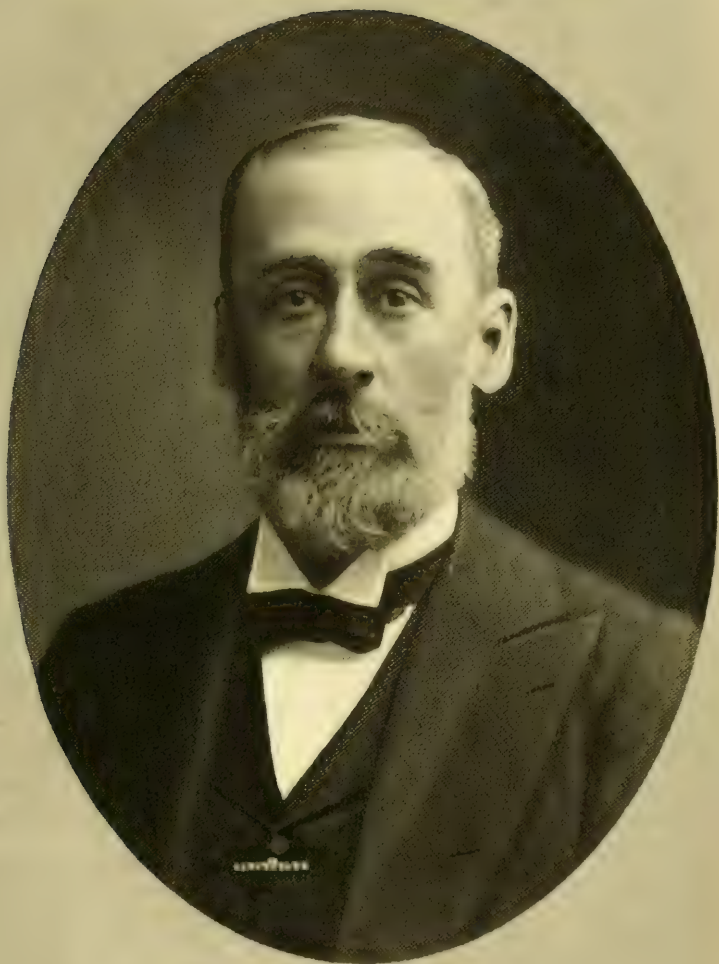
1887 in Seattle the real estate firm of H. H. Dearborn and Company (his brother, G. F. Dearborn, becoming a partner), and conducted it until 1905, when he retired from active business and was succeeded by the Dearborn Company under the direction of the sons of L. F. Dearborn.

Throughout his active business career of forty years Mr. Dearborn was known for the highest integrity, as well as for unerring judgment and foresight, executive ability, and continual practical helpfulness to others. When only twenty-four years old he received from Jay Cooke this high compliment: "You, sir, have honored yourself and rendered our firm valuable service." When the great fire of 1889 was raging in Seattle, Mr. Dearborn was in Boston, and dictated to the Associated Press a dispatch relative to Seattle, its resources and prospects—his integrity being vouched for by the leading Boston bankers. This was declared at the time by President Billings of the Northern Pacific company a service worth millions to Seattle and Washington in the years to come. At the time of the contemplated reorganization of the Northern Pacific in the "Blind Pool" days, President Billings, placing a high estimate upon his opinion (as a preferred stockholder) concerning the proper mode of procedure, requested him to furnish it in writing, and stated later that the directors coincided unanimously with his views. J. J. Hill, president of the Great Northern, some years ago, in the presence of officials, gave Mr. Dearborn the credit for first directing his attention to the prospective value of tide lands. As far back as the early nineties he personally fought to a successful conclusion before the supreme court at Washington the dispute to the title to Seattle tide lands.

In the private relations of life he was known for great loyalty and kindness of nature and for a marked liberality, although he exceedingly disliked any display of his charities and sought on all occasions to avoid publicity in that connection. In an editorial tribute to Mr. Dearborn, published February 24, 1909, the *Seattle Post-Intelligencer* said:

"Mr. Dearborn has left behind him a memory fragrant of charity and good will toward men. He was one of the most influential men of this city in adding to the number of investments established here. There are scores of successful business men in this city, and others of only moderate means, who owe much to the kindly heart and persistent but disinterested acts of Mr. Dearborn in persuading them to invest and take the profit he knew of and himself might have had. The same gentle, kind heart that led him to know that contentment is better than riches, induced him to devote much time to private charity, the extent of which will probably never be known; for he literally did not let his left hand know what his right hand did, and was one of the few men who have had it thrown on them who avoided the limelight of publicity. Occasionally one of his good deeds would come to light, as when he contributed a thousand dollars to the *Post-Intelligencer* Christmas fund two years ago."

To the Washington State Art Association he gave, in 1907, a copy of the famous bronze group of Diana and Endymion, purchased by him in Paris for the association. His will embodied the following provision: "I entertain for Seattle, the city of my adoption, in which I have lived a great many years, a feeling of pride and loyalty, and being desirous of assisting the city of Seattle in caring for and protecting the poor and needy of said city, and entertaining for such poor and needy a feeling of sympathy, and being desirous of rendering, after my death, some aid and assistance to such unfortunate poor, I give and devise to the city of Seattle Block 200 of the Seattle tide lands, upon which block the city of Seattle is to construct a hospital for the indigent or needy of said city: or, in event I should sell or dispose



John H. Fennick

of said property during my lifetime, in lieu thereof I bequeath the city of Seattle the sum of fifty thousand dollars, which is to be invested by said city, and the interest and income to be applied annually and forever to the same purpose."

The block thus donated to the city is now occupied by the King Street depot, making operative the alternative bequest of fifty thousand dollars. The executor is given five years, dating from Mr. Dearborn's death, in which to transfer this sum to the city.

He married, January 25, 1881, Minnie H. Hatch, of Lowell, Massachusetts, who died in Lamanda, California, March 29, 1889. A son, Hudson W., was born October 2, 1883, and died in Seattle, January 27, 1890. The only surviving child is Beatrice H., born October 5, 1886, who married, January 1, 1910, George Hager. Mr. and Mrs. Hager reside in the family home, 1117 Minor Avenue, Seattle.

JOHAN M. FRINK, of Seattle, was born in Montrose, Susquehanna County, Pennsylvania, January 21, 1845, son of Rev. Prentiss and Deidamia (Millard) Frink. He is descended from a family which was established in the Carolinas in 1667 and subsequently became prominent in Connecticut, New York, and Pennsylvania. His father, a Baptist clergyman, was born in Madison County, New York, and his mother was born in Schenectady County in the same state. The family removed in 1858 to Kansas, where the father died three years later. From his sixteenth year he was thus charged with the responsibility for the care of the family. During the Civil War he served for some time in the state military forces, participating in the movements to resist the invasion of the Confederate General Price and also in repelling Quantrell at the time of the burning of Lawrence.

After his marriage he removed to southern Kansas, purchasing property of his own, and was engaged in farming pursuits for eight years.

In 1875 Mr. Frink disposed of his land in Kansas and came to San Francisco, and very soon afterward to Seattle. In the latter place he worked for a while at such employment as he could obtain, and then devoted himself to teaching school, serving as principal of the Belltown school and also of the schools at Port Gamble, Kitsap County. In 1881, with L. H. Tenny, he organized the firm of Tenny and Frink in the foundry business at Seattle. The operations were at first on a small scale, but increased rapidly, and in 1882 the Washington Iron Works Company was incorporated with Mr. Frink as president and manager, capacities in which he has since continued. The plant was destroyed in the fire of 1889, but was rebuilt. This company is one of the representative industrial concerns of Seattle.

Mr. Frink was one of the organizers of the first electric light companies in Seattle (1886); took an active part in the construction of the street railways and became president and manager of the Seattle City Railway Company; and also has been concerned in important building operations. As a citizen he occupies a prominent position, and he has long been known as a leader of the republican party. During the early period of his residence in Seattle he was a member of the board of aldermen; from 1892 to 1900 served in the state senate; and in the latter year was the candidate of his party for governor of the state, but was defeated.

He married, in Kansas, Hannah Phillips, who died in 1875; and in 1877 he married, second, Abby Hawkins, daughter of Almon Hawkins, of Illinois. His children are Egbert I., Gerald, Francis Guy, Helena, and Ethena.



Robert B. Albertson



ROBERT BROOKE ALBERTSON, one of the judges of the superior court for King County, was born December 21, 1859, in Hertford, Perquimans County, North Carolina. His father was Jonathan White Albertson, one of whose ancestors came to North Carolina with the Quaker colony headed by George Durant in the latter part of the seventeenth century. His great-grandfather, Elias Albertson, was appointed inspector of revenue for the Albemarle Sound district in 1792, his commission being signed by George Washington, president, and Thomas Jefferson, secretary of state; the original document, bearing both autographs, is now in Judge Albertson's possession. His mother, Catherine Fauntleroy Pescud, belonged to an old Virginia family, and her grandfather, Peter Francisco, fought with distinction in the Revolutionary war, some of his notable achievements being recorded in Lossing's "Field Book of the Revolution." Judge Albertson's father was prominent in public life in North Carolina both before and after the war, serving as a member of the legislature and the constitutional convention, prosecuting attorney, United States attorney, and judge of the superior court.

Judge R. B. Albertson was educated at the University of North Carolina, from which he graduated with the class of 1881. He then taught school for a year and meantime began to read law, after which he studied in the law school of the State University and was admitted to practice by the supreme court of North Carolina in 1883. In August of that year he came to Seattle, where he has since resided. Being without friends, acquaintances, or money, he worked for a time in the lumber yard of the Seattle Lumber and Commercial Company, then at the foot of Columbia Street. He

next secured work as a reporter, and finally became assistant-editor of the *Seattle Morning Chronicle*, which position he held for about six months, when he found employment temporarily as a clerk in the law office of Burke and Rasin pending the arrival of L. C. Gilman, who had previously arranged to take that position. He was then chief clerk in the law office of Struve, Haines, and McMicken for about two years, and in 1886 began the practice of law on his own account. This he continued until February 14, 1903, when, the legislature having provided for a fifth judge in King County, he was appointed to the office. At the expiration of his term, he was twice nominated and elected, without effort on his part, having been given the cordial endorsement of the Seattle bar.

He joined the home guard and served with it during the anti-Chinese riots of February, 1886, and later served a full term of five years in the territorial and state militia. He was also a member of the volunteer fire department of the city up to the time of the great fire in 1889. Always a republican in politics, as his father and most of his Quaker neighbors had been in North Carolina after the war, he took an active interest in political work and was usually a delegate in the county and state conventions of his party down to the time of the adoption of the direct primary law. He was chairman of the republican county central committee in 1887, when King County was carried by his party for the first time in four years. Elected city attorney of Seattle in 1889, he began and conducted the condemnation proceedings under which many of the streets were widened after the fire. He also began the celebrated Ram's Horn case for the city against the railroads, and drew the contract with Benzette Williams which was the beginning of the city's Cedar River



Mohr, Wisconsin.

gravity water-supply system. In 1894 he was elected to the legislature from the forty-second district, and in August, 1900, while in Alaska, was again nominated and subsequently elected. He was made speaker of the house during the following term of 1901, and at the special session subsequently held was reelected, receiving the vote of every member, an unusual compliment. His service in that position was so satisfactory that at the close of his term he was presented by the members of the house with a handsome watch and chain and a series of complimentary resolutions. As speaker his rulings were so uniformly just that no appeal was taken from any one of them during his entire term.

Judge Albertson is a member of the Episcopal Church and of the Rainier, University, Athletic, and Golf and Country clubs. He was married, August 24, 1892, to Nancy de Wolfe, a daughter of Captain F. S. de Wolfe, formerly mayor of Charlotte, North Carolina, and they have one son, Robert Brooke Albertson, Jr., born December 1, 1907. Judge Albertson is a member of the Society of the Sons of the Revolution and is now president of the state of Washington branch of that order.

JOHNS LOCKWOOD WILSON, of Seattle, formerly member-at-large of congress and United States senator from Washington, was born in Crawfordsville, Indiana, August 7, 1850, son of James and Emma (Ingersoll) Wilson. He is descended paternally from a family which came from Derry, Ireland, in 1712, and settled in Virginia. His father, Hon. James Wilson (born in Montgomery County, Indiana, in 1825), was a member of congress from the state of Indiana, 1855 to 1860, served in the Mexican War and the Civil

War, and died in 1867 while occupying the position of envoy extraordinary and minister plenipotentiary of the United States to Caracas, Venezuela.

Ex-Senator Wilson received his early education in the Indiana common schools and was graduated from Wabash College in 1874. Entering politics in 1880, he was elected to the legislature of Indiana, and while a member of that body was one of the republican majority which sent to the United States senate General Benjamin Harrison, who afterward became president of the United States. In 1882 he removed to the territory of Washington, having been appointed receiver of public moneys in the United States land office at Colfax. He was a delegate to the national republican convention of 1884, voting for James G. Blaine, who received the presidential nomination. Upon the passage of the enabling act for the admission of Washington as a state of the Union (1889), he was nominated by the republican convention at Walla Walla as the first representative-at-large in congress from the state of Washington. He was elected, and was successively renominated for representative-at-large (both times by acclamation) by the republican state conventions at Tacoma in 1891 and at Olympia in 1893, and in each ensuing campaign was reelected. On February 1, 1895, while a member of the house of representatives of the fifty-third congress, he was elected to fill an unexpired vacancy of four years in the senate of the United States, in which he sat until the 4th day of March, 1899.

During the ten years of his consecutive service in the lower and the upper houses of the national legislature, he was active (in conjunction with his colleagues) in securing the passage of many measures conducive to the commercial and industrial growth of the state. In those times the new

state of Washington was by no means so populous or so important in a political way as now, and, as in the cases of all commonwealths just admitted into the Union, a vast amount of legislation of local consequence was required. The Indian reservations were to be opened, subports were to be established, rights of way for railroads through the public domain were to be granted, bridges over navigable streams were to be built, and numerous other measures essential to the interests of a new country growing so rapidly as Washington demanded legislative action. As representative and senator he was instrumental in securing the opening of the northern half of the Colville Indian reservation, the establishment of army posts at Seattle and Spokane, and the appropriation for the federal building in Seattle; in conjunction with Senators Allen and Squire, the establishment of the navy yard at Bremerton; and in conjunction with Senator Turner, the establishment of the assay office in Seattle, which has contributed in a marked degree to the growth and development of that city. Other acts of congress to whose adoption he devoted his interest and influence were those providing appropriations for fortifications at Port Townsend; establishing a light-house at Gray's Harbor; directing surveys and improvements of rivers and harbors, notably the construction of the south jetty in Gray's Harbor, the improvement of the Columbia River, and the improvement of the harbors at Olympia and Everett; establishing subports at Northport, Sumas, Whatcom, Port Angeles, Everett, Seattle, Tacoma, and Gray's Harbor; providing for the opening of the Puyallup Indian reservation and for the creation of a national park at Mt. Rainier, and many more of marked advantage to the state of Washington.

Senator Wilson is a thirty-second degree Mason and a Blue Lodge Chapter Knight Templar. He is a hereditary companion of the first class of the Loyal Legion, is an Elk, belongs to the Sons of the American Revolution, and is a member of the Rainier, Arctic, Country, and Athletic clubs of Seattle, and the Spokane Club, of Spokane.

He married, December 5, 1883, Edna Hartman, daughter of Samuel Hartman. Of this union there is one child, Helen Stewart Wilson, who married William W. Chapin and has a daughter, Catherine M. Chapin.

WALTER NORTON GRANGER, of Zillah, was born in Buffalo, New York, March 4, 1885, son of Warren and Mary (Norton) Granger. He is a descendant of Launcelot Granger, who came to this country from England in 1633 and settled in Connecticut. The Granger family of America is noteworthy for its many members who have attained prominence and success in public affairs, intellectual pursuits, and the varied substantial activities of life. Mr. Granger is a grandson of Erastus Granger, who was a distinguished lawyer, served as the first federal judge of New York State west of Albany by appointment from President Jefferson, with whom he sustained relations of intimate friendship, and was also collector of customs for the port of Buffalo, where he was a citizen of wealth and influence.

Walter Norton Granger received a common school education in Buffalo, and then studied law with William C. Bryant, of that city. After spending two years abroad he came west to Montana and engaged actively in irrigation projects. He was one of the men concerned in the construction of the Gallatin Canal in Gallatin County, Montana,



Walter N. Ganger.

supplying some sixty thousand acres. Other enterprises with which he was identified while residing in Montana were the Chestnut Canal in the Chestnut valley (1886), supplying thirty-five thousand acres, and the Florence Canal and Reservoir Company in the Sun River valley (1888), supplying seventy thousand acres.

In 1889 he made a visit to the Yakima valley of Washington with a view to investigating the practical conditions there. After a thorough tour of the valley on horseback he decided to embark in comprehensive reclamation work, and during the same year started his engineers on the surveys for what has since become known as the Sunnyside ditch. He established his permanent residence in that part of the state in 1890. The Sunnyside project, organized under the name of the Northern Pacific and Yakima Irrigation Company, was not only conceived and inaugurated by Mr. Granger, but continued under his charge and direction until February, 1910; as is well known, it is the most extensive irrigation enterprise in Washington. Water was obtained from the left bank of the Yakima River below Union Gap, and the canal has a length of some sixty-two miles, watering a hundred thousand acres. The land reclaimed is unsurpassed in the state for fruit culture, as well as general crops, and has furnished homes to about four thousand families. The project was taken over by the Reclamation service of the United States government in 1906, and the area of watered land is now being steadily enlarged.

From the beginning of the undertaking Mr. Granger was zealous and active in promoting the development of the country. It was due to him, more than any other man, that settlers were attracted and schools, churches, public enterprises, and industries were started. He established

the towns of Zillah (1892), Sunnyside (1894), and Granger (1902), which are now thriving communities; and he was instrumental in causing the Northern Pacific and North Coast railway companies to come into the valley along the north side of the Yakima River.

In 1905 he started the Okanogan Power and Irrigation Company, with headquarters in Okanogan County near Brewster. The water is derived from the White Stone Lake and the system has a length of ten miles, wooden flumes and pipes being used, which prevent loss by seepage. So far about four thousand acres have been reclaimed, including the bench lands once owned by the state and sold to settlers at very good prices, and the soil is of the best quality in the state of Washington for apple culture.

Mr. Granger is an enthusiastic believer in the great future of the Washington fruit industry. He predicts that within ten years the fruit raised on the irrigated lands will be the state's largest source of revenue, and that the returns from this item will "exceed those from the mines of Alaska, the timber products of Washington, or the cereals raised in the state." He is personally interested in fruit culture, devoting a portion of his property at Zillah to that purpose.

He is a member of the conservation commission, having received his appointment from Governor Mead, and is curator of the Washington State Historical Society. He took the principal part in the erection of the Episcopal Church at Zillah and is one of its deacons. In politics he is a democrat.

On June 2, 1891, Mr. Granger married, in North Yakima, Maud Thomas, daughter of Captain J. H. Thomas, of that place. They have six children, five sons and one daughter.



David E. Blaine

DAVID EDWARDS BLAINE was the first Protestant clergyman in Seattle, where he arrived with his wife in November, 1853, and in the following month organized the First Methodist Episcopal Church, over which he presided as pastor until 1856.

He was born in Varick, New York, March 5, 1824, son of John and Martha (Edwards) Blaine. It is supposed that he was of Scotch-Irish descent through both his parents. After attending the country district schools and Waterloo Academy he entered Hamilton College, where he was graduated in 1849, and he then pursued divinity studies in the Auburn Theological Seminary, graduating in 1852. While in college he was one of the organizers of the Delta Upsilon fraternity, joining the parent chapter as a charter member. After leaving the theological school he served as tutor for a year in Hamilton College. In 1853 he joined the East Genesee Conference of the Methodist Episcopal Church. Being assigned to the Puget Sound territory as missionary to the Indians, he sailed with his wife from New York on October 5 of that year. They crossed the Isthmus of Panama on mule back, went by steamer to San Francisco, and from there made the voyage to Puget Sound on the sailing vessel "Mary Melville," arriving at Alki Point November 20. Mr. Blaine held the first Protestant preaching service in that section on the Sunday following, and on the 4th of December organized the First Methodist Episcopal Church of Seattle, consisting of four members, one of whom was Mrs. Blaine and another Mrs. Arthur A. Denny, who died early in 1911.

Soon after his arrival he purchased, for thirty dollars, four town lots, now covered by the New York block and

annex and valued at a million and a half. On one of these lots he built a house. The original dwelling was a single room, thirteen by fourteen feet, described as follows by Mrs. Blaine in a letter dated May 31, 1855: "In this room we have our bed, stove, two tables, three trunks, and four boxes, each larger than our trunks; a half-barrel of sugar, a half-barrel of flour, a firkin of butter, a box of soap, another of candles, a stool for our washpail, another for our washdish, and half a dozen chairs, besides a rough cupboard in one corner for our dishes, etc. Then we have no place for our clothing, but hang it up about the room, as there is no space large enough to make a rough closet for it." In this room Mrs. Blaine taught the first school ever conducted in the town; it was also the birthplace of her eldest son, the second male white child born in Seattle. The dwelling was afterward occupied by the Hanford family. Mr. Blaine had the distinction of bringing to Seattle the first ready-made bedstead, for which he was regarded as rather too aristocratic for the new community. He raised on his lots the first apple, peach, and pear trees in Seattle, from seeds which he brought with him from New York State.

The letters of Mr. and Mrs. Blaine to relatives in the east are of much historical interest. They display a very marked and highly intelligent appreciation of the advantages of Seattle and the certainty of its extensive commercial development. It should be borne in mind that all these letters were written before the end of 1856, in the very earliest period of settlement.

In a remarkable letter to his brother in New York (dated November 20, 1854) Mr. Blaine reviews at some length the natural advantages of Seattle and engages in speculations which seem almost prophetic. He prefaces his statements

and predictions with the remark that if he had the value of a mill property which had recently been sold in the east by his brother, he could buy the whole of the town plat of Seattle then remaining unsold, which would be an extraordinary investment, for, says he, "There is only beginning a future city here, not unlike New York or London in commercial importance. This may sound like castle building, and it may be many years ere such a state of things is realized, but it is conceived in the womb of the future beyond all reasonable doubt." He discusses with strong conviction the superior claims of Seattle, over all possible rivals, as the terminal point for a future transcontinental railway by the northerly route, and as the port most favorably situated and circumstanced for commanding the transoceanic commerce. In a letter written by Mrs. Blaine the same conclusions are thus briefly expressed: "It (Seattle) has every natural advantage for becoming the principal place on the Sound. It will undoubtedly become the terminus of the great Pacific railway, or a branch of it, and be a principal point on the great thoroughfare between China and the rest of the world."

In 1854-5 Mr. Blaine served as deputy-auditor of King County. During the Indian War (1855-6), although not actively connected with the military forces, he did his part as a citizen in performing guard duty. Owing to the conditions of those times, which were altogether unfavorable for his religious work, he was transferred, in 1856, to Portland, Oregon. After pursuing his missionary labors in that place and its vicinity for seven years, he returned to New York in fulfillment of a promise made to his parents. There he continued, as a member of the East Genesee and Central New York conferences, until 1882. In that year

he was by his own request transferred to the Puget Sound Conference and once more came to Seattle. He resided there until his death, November 26, 1900.

Mr. Blaine married, August 11, 1853, Catherine V. Paine, daughter of Thomas Jefferson and Louise Paine. Their children: John Jefferson Blaine, married Florence Austin (children, Edward Leon, James Glenn, and Helen Louise); Edward Linn Blaine, see below; Martha Louise Blaine, married Edward D. White (children, Edna Louise, Gertrude, Homer, Willard, Frances, Mildred, and Dorothy).

EDWARD LINN BLAINE, son of Rev. David Edwards and Catherine V. (Paine) Blaine, was born in Lebanon, Linn County, Oregon, April 27, 1862. Accompanying his parents on their return to the east, he was reared and educated there, attending public schools in New York and Pennsylvania, the Genesee Wesleyan Seminary at Lima, New York, where he was graduated in 1881, and the Wesleyan University of Middletown, Connecticut, from which he was graduated in 1886. From 1886 to 1888 he was a teacher in the high school at Westerly, Rhode Island, and in 1888-90 taught at Northwood, New Hampshire, serving during his second year in that place as township superintendent.

Removing to Seattle, Washington, in December, 1890, Mr. Blaine engaged in business pursuits, which he has since followed successfully. He was vice-president of Osborne, Tremper, and Company, Incorporated, from 1893 to 1905, and assistant-secretary from 1905 to 1909; assistant-secretary of the Seattle Trust and Title Company, 1905 to 1909; and since 1909 has been treasurer of both firms.

He served as a member of the civil service commission of Seattle from 1896 to 1899, and in 1910 became a member of the



Galusha Parsons

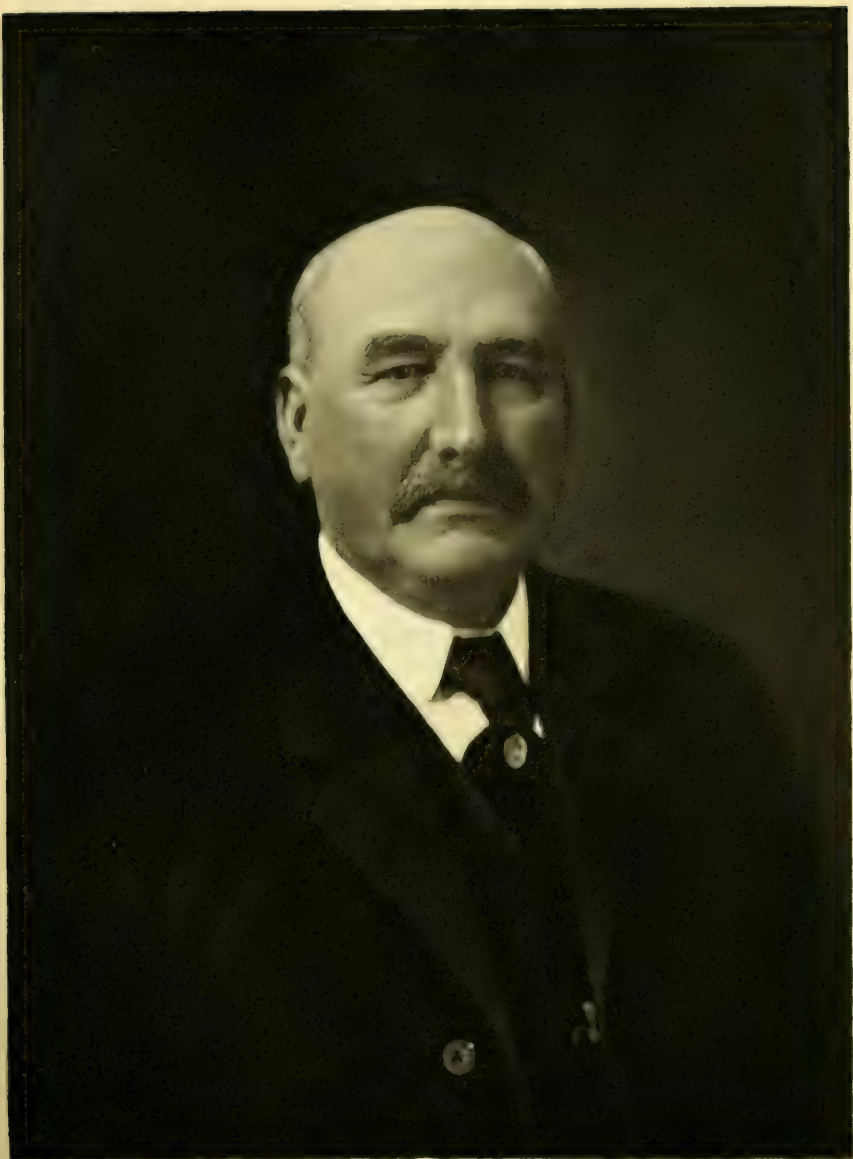
city council. Actively interested in religious, benevolent, and educational work, he is trustee of the First Methodist Episcopal Church of Seattle (founded by his father); trustee of the Seattle Seamen's Friend Society; secretary, trustee, and treasurer of the Washington Children's Home Society, and trustee and president of the University of Puget Sound.

Mr. Blaine married, September 1, 1886, Julia Paddock Hubbard, daughter of Fred W. and Sarah P. Hubbard, of Middletown, Connecticut. Their children: Ethel Catharine, Edward Linn, Jr., and Louise Hubbard.

GALUSHA PARSONS came to Washington when he was sixty-five years old, and immediately took a foremost place among the members of the bar of the state. He was born in East Aurora, New York, May 22, 1823. His father, Comfort Parsons, and his mother, Fanny (Foster) Parsons, were both members of old York State families. The son was educated in the common schools of Erie County and the University of Virginia, and then studied law, but did not begin active practice until his thirtieth year, when he was admitted to the supreme court bar in the city of Buffalo. He early acquired prominence in his chosen profession, but, having much of the pioneer spirit, determined, after fifteen years' experience in the courts of New York, to try his fortunes in the west and removed to Iowa, first locating at Fort Dodge and then at Des Moines, where he enjoyed a large and remunerative business for nearly a score of years. Notwithstanding the success he had achieved during that time, the esteem and regard in which he was held by courts and members of the bar alike, and the confidence of a large and steadily increasing number of clients, he again resolved to go west, principally for the reason that

he believed better opportunities would be found there for his sons, who were now following his example and preparing for admission to the bar.

In 1888 he removed to Washington, first stopping in Seattle, where he remained about one year, and then locating in Tacoma, where the rest of his life was spent. There he was employed as counsel by several large corporations, and by individuals whose causes often involved questions of the highest importance, calling for the exercise of the greatest ability and profoundest learning. These and the political and public affairs with which they were often intimately connected, absorbed his attention during the remaining years of his life. He died on March 10, 1908, at the advanced age of eighty-five years. The resolutions adopted at the memorial meeting of the bar of Polk County, Iowa, in Des Moines, after his death, bear testimony to his personal worth and to the value and importance of his professional work in that state. "The records of this court," these resolutions say, "and those of adjoining districts, and the state supreme and federal courts, contain enduring evidence of his legal ability. Many decisions in actions in which he was counsel are now regarded as leading authority on the principles they involved." The resolutions of the Pierce County bar, drawn by Judge T. M. Stiles, Congressman Doolittle, Judge Ira A. Towne, Judge Fremont Campbell, and Judge John A. Shackleford, contain this tribute: "In his professional life among us his stores of learning and experience made him *facile princeps*; and his old-fashioned courtesy of manner toward bench and bar leaves here a precedent worthy of remembrance and practice. Let it be here recorded that when Galusha Parsons died a great light of our profession was extinguished. We loved and



Nicholas C Healy

respected him living, and we will remember and reverence him dead. May the gentle, sweet old life that has now ceased from this world of trouble and sorrow find renewal and peaceful continuance on the other side."

Judge Parsons was a man of strong political convictions and always took an active interest in political work. He was a republican, and after coming to Washington was often a delegate in both county and state conventions, in which his ability as a public speaker was admirably displayed. Shortly after he removed to Iowa he served one term in the legislature of that state, but he never afterward sought office, though his name was frequently mentioned in connection with the highest offices within the gift of the people. He was a master Mason, an Odd Fellow, and a life member of the Union Club of Tacoma.

He was married, June 10, 1856, to Ellen Kelsey, and they had five children, Fanny, Katie, Harold Kent, Edward L., and Louis G.

NICHOLAS C. HEALY, of Seattle, is conspicuously identified with the lumber producing interests of Washington, with which he first became connected some thirty-eight years ago. There is probably no man in the state whose practical experience in that industry has been more extensive. His interests include not only large properties and operations in Washington, but also in British Columbia.

He was born on a farm in Goderich, province of Ontario, Canada, October 8, 1852, son of Michael and Juliann (McArty) Healy, receiving a district school education and continuing on the home farm until the age of sixteen, when he went to Michigan and obtained employment in the pine

woods near Alpena. At this employment, known as "swamping" in Michigan and "tending hook" in Washington, he soon became an expert workman. He remained there three years, working in the woods during the winters and in a sawmill in the summers.

Attracted by the accounts of the big timber of the Pacific northwest, he came across the continent in 1872, arriving at Olympia. After some time at the Port Madison mill, where he worked on a "boom," he went to Kalama and was employed in clearing the right of way for the Northern Pacific Railway. His first Christmas day in Washington was spent in building a log camp for the railway company on the present site of Kalama. On May 1, 1873, he left for the Peace River gold mines in British Columbia, and during the next two years was engaged in prospecting there on his own account.

In the fall of 1875 he resumed lumbering at Bird's Inlet, British Columbia, in the employ of Jerry Rogers, a famous old Canadian lumberman, and worked as a hook tender on False Creek, on the site now occupied by the city of Vancouver, British Columbia. Returning to Washington after about three years, he was engaged as hook tender with the Blackman brothers at Snohomish for two years, and then was for four years foreman of the camp, the crew consisting of twenty-five men, a large number in those times.

During his long experience as a workman in the woods, Mr. Healy was noted for his peculiar skill as a hook tender, understanding better than any one else the knack of getting logs out of the dense undergrowth. On one occasion he brought out a "stick" one hundred and fifty-four feet long, which was sent to the Midwinter Exposition at San Francisco.

In 1895 he organized the logging firm of Healy and Sisco, with operations on the Ebey slough, which for eight years was



Elbridge A. Stuart

engaged in furnishing logs for the Port Blakely Mill and other smaller concerns. He became associated in 1897 with Charles H. Cobb, E. S. Kerry, M. F. Backus, and Mr. Sisco in establishing the Port Susan Logging Company, an enterprise that for the ten years following had very large operations in Snohomish County. In addition, he has been associated continuously since 1897 with Mr. Cobb in the business of the Ebey Logging Company in Snohomish County (serving as vice-president and general manager) and the International Timber Company of British Columbia (of which he is trustee and general manager). He is vice-president and general manager of the Marysville and Arlington Railway Company and secretary of the Cobb-Healy Investment Company, of Seattle.

Mr. Healy is prominent in the Masonic and Odd Fellows fraternities, and also is a member of the Elks. He is a member of the Rainier Club, of Seattle, and the Cascade Club, of Everett.

He married, first, January 12, 1888, Estella Comford, daughter of James and Maria Comford; she died in 1898. There are six children, Eugenia, Maria, John, Illoyne, Nicholas, and Estella. Mr. Healy married, second, February 8, 1910, Mrs. Addie (Foss) Boyd, daughter of Frederick and Almira Foss. Mrs. Healy was born in the state of Maine, but has resided in Washington since her eighth year.

ELBRIDGE A. STUART, of Seattle, has had an enterprising and highly successful career as the founder and head of one of the representative productive industries of Washington, with transactions extending not only throughout the Pacific states but the United States generally, and also to foreign countries.

He was born on a farm near Greensboro, county seat of Guilford County, North Carolina, September 10, 1856, son of Amos and Matilda (Hadley) Stuart. On the paternal side he descends from original Scotch and on the maternal from Irish ancestors. In the spring of 1861, at the breaking out of the Civil War, his father, being a man of strong Union principles, came north with his large family (sacrificing all he possessed by the move), and took up his residence on a farm near Spiceland, Henry County, Indiana. The son received the ordinary country school education and attended the Spiceland Academy until the age of eighteen, when, owing to an attack of inflammatory rheumatism, he was obliged to discontinue his studies and went to Lawrence, Kansas, to live with his brother, Dr. J. H. Stuart. In that place he resumed his educational course with a view to entering college, but, preferring to make a start in business, left school and for some five years was employed with the general drygoods concern of George H. Innes and Company, of Lawrence. In March, 1880, he accepted an offer from a contractor engaged on the Santa Fe railway; and for nearly a year he was in New Mexico as a contractor on his own account, buying supplies and mules for construction camps. He then returned to the Innes Company in Lawrence. Shortly afterward he embraced an opportunity extended him by a friend, who, aware of his abilities, offered to start him and a fellow-clerk, S. H. Sutherland, in business with a capital of three thousand dollars. They went to El Paso, Texas, and in February, 1881, established the firm of Stuart and Sutherland in the general merchandise trade. During the first year, as no building suitable for a store was obtainable, the business was conducted in a tent. The original firm continued until 1885, when Mr. Sutherland sold his

interest to Thomas B. McNair, and the style was then changed to Stuart and McNair, which in 1890 was succeeded by E. A. Stuart and Company, Mr. Stuart having bought out McNair and thus becoming the sole owner of the largest store in El Paso. From the spring of 1882 the operations were restricted to the wholesale and retail grocery trade. On account of ill health in his family, he disposed of his El Paso store in 1893 and removed to Los Angeles, California, where for the next six years he was in the wholesale grocery business as a member of the firm of Craig, Stuart, and Company.

His next venture was that alluded to in general terms at the beginning of this article, which has developed into one of the most considerable enterprises in the state of Washington. In August, 1899, he came to Seattle, and with T. E. Yerxa purchased a small condensed milk factory at Kent, sixteen miles from the city. Steps were at once taken to enlarge the plant, the product being changed from sweetened to unsweetened condensed milk, and the Pacific Coast Condensed Milk Company was organized. His plans and expectations in this undertaking were in no way influenced by any definite prospects of patronage or even of encouragement; and indeed all with whom he consulted, jobbers and business men generally, could foresee nothing but failure. The first goods, "Carnation Cream," were sold to jobbers November 1, 1899, to fill small retail orders; and Mr. Stuart for some time personally devoted part of his time to soliciting business from the retail dealers. By very hard and patient work a beginning was thus made in the city of Seattle. The demand gradually spread to other places in Washington, and then to Oregon, California, throughout the United States, and abroad. Carnation milk is now sold in nearly every state

of the Union and in Alaska, and an extensive trade is carried on with China, Japan, Siberia, South America, and other foreign lands. In December, 1899, soon after placing his product on the market, Mr. Stuart shipped two cases on a sailing vessel to Yokohama, Japan, and had them returned in the same manner—a severe test. When the cans were opened after twice crossing the ocean, the milk was found to be precisely as good as when it left the condensery. He still preserves two of the unopened cans of that shipment as a memorial of the early days of his venture. Eighteen months after the factory at Kent was started he purchased his partner's interest, and he has since conducted the concern—known as the Pacific Coast Condensed Milk Company—as president and principal owner. In addition to the Kent factory there are plants at Mount Vernon, Chehalis, Monroe, Everson, Ferndale, and Stanwood in the state of Washington, and Forest Grove and Hillsboro in Oregon. To supply the large demand for Carnation milk which has already been created throughout the east, factories are in process of construction at Berlin, Wisconsin, and Richland Center, Wisconsin; and it is stated that two other eastern factories will be constructed and in operation by the time this publication is issued. The company also owns and operates its individual can factory, which has an annual capacity of one hundred and eighty-five million cans. The original daily output of the establishment at Kent was three thousand quarts; at the present time the combined capacity of the nine condenseries is five hundred thousand quarts daily. Assuming a supply of milk adequate to the capacity, the company would require the services of about six thousand men and women in its various establishments and on the dairy farms, and the milk of forty-four thousand cows.

The development of Mr. Stuart's company has, however, been quite out of proportion to that of the dairy interests; he has repeatedly stated that he is prepared to take and convert into the manufactured article the milk product of a thousand new dairy ranches in Washington and Oregon. His enterprise, with its extensive demand, has done much to direct general attention to the marked disparity of the milk supply, and to stimulate scientific dairy farming throughout this section of the country. In advancing it to its present proportions he has had to combat ingrained prejudices, as unsupported by facts as they have been opposed to the vital interests of those deluded by them. When he embarked in his manufacturing business it was persistently asserted and believed that the milk of Washington and Oregon was not of such a quality as to admit of the manufacture of a high-grade product. He demonstrated that just the reverse was true—that this milk, on the whole, excelled in richness and sweetness any other produced in the country, and that such a superiority was naturally to be expected from the advantages of an equable climate with no extremes of heat or cold, purest water, and a constant growth of grass the year round. He has been active in spreading information respecting the very substantial profits to be gained by those who will come to the Pacific northwest and engage seriously in dairy farming, the special inducements being not only a ready market and the best prices for the product, but economy of land investment, as it is well established that one acre, properly taken care of, suffices for the keep of a cow in this region, whereas two to three acres are required in the east.

There is no other productive industry in Washington which has so widely and conspicuously represented the state throughout the country and abroad as Mr. Stuart's.

During the past five years his firm has been the largest single national advertiser of a manufactured product on the Pacific coast. To his personal energy, perseverance, and executive ability the great development of this interest is essentially due.

He is a director of the Metropolitan Bank and Metropolitan Building Company of Seattle and identified with various other corporations and industrial concerns. He is a member of the Chamber of Commerce, the Rainier, Arctic, Seattle Golf and Country, and Town and Country clubs, and the Masonic fraternity.

Mr. Stuart married, November 13, 1884, Mary Horner, daughter of E. W. Horner, of Rutland, Vermont, and has two children, Elbridge Hadley and Katherine Moore.

WILLIAM FARRAND PROSSER, for whom the town of Prosser, county seat of Benton County, was named, is a native of Pennsylvania, having been born in Lycoming County, March 16, 1834. He was educated in the common schools and at Johnstown Academy, and taught school, studied law, and worked as a surveyor until he was twenty years old, when he crossed the plains with an ox-team to California. There he worked in the mines, principally in Trinity County, and when the war with the Indians began in 1858 he joined the Trinity Rangers and became second lieutenant of the company. He was the first candidate of the republican party in Trinity County for the California legislature in 1860. At the beginning of the Civil War he went east and was tendered a commission in the regular army by President Lincoln, but declined it. He enlisted as a private from Cambria County, Pennsylvania, in the Anderson Troop, which served as General Buell's



Wm. F. Proctor

bodyguard in the Shiloh campaign; was captured by Confederate cavalry near Lawrenceburg, Tennessee, and from June until September, 1862, was a parolled prisoner at Annapolis, Maryland, when he was exchanged and ordered to Carlisle, Pennsylvania, to assist in organizing the Fifteenth Pennsylvania Cavalry. Shortly after the battle of Stone's River he was transferred to the Second Tennessee Cavalry, of which he was commissioned major in March, 1863, lieutenant-colonel in March, 1864, and colonel in June, 1865. He took part in the battles of Shiloh, Stone's River, and Chickamauga, the siege of Knoxville, and numerous minor engagements. He commanded the cavalry in the district of North Alabama in the fall of 1864, and was mustered out with his regiment at Nashville, Tennessee, July 6, 1865.

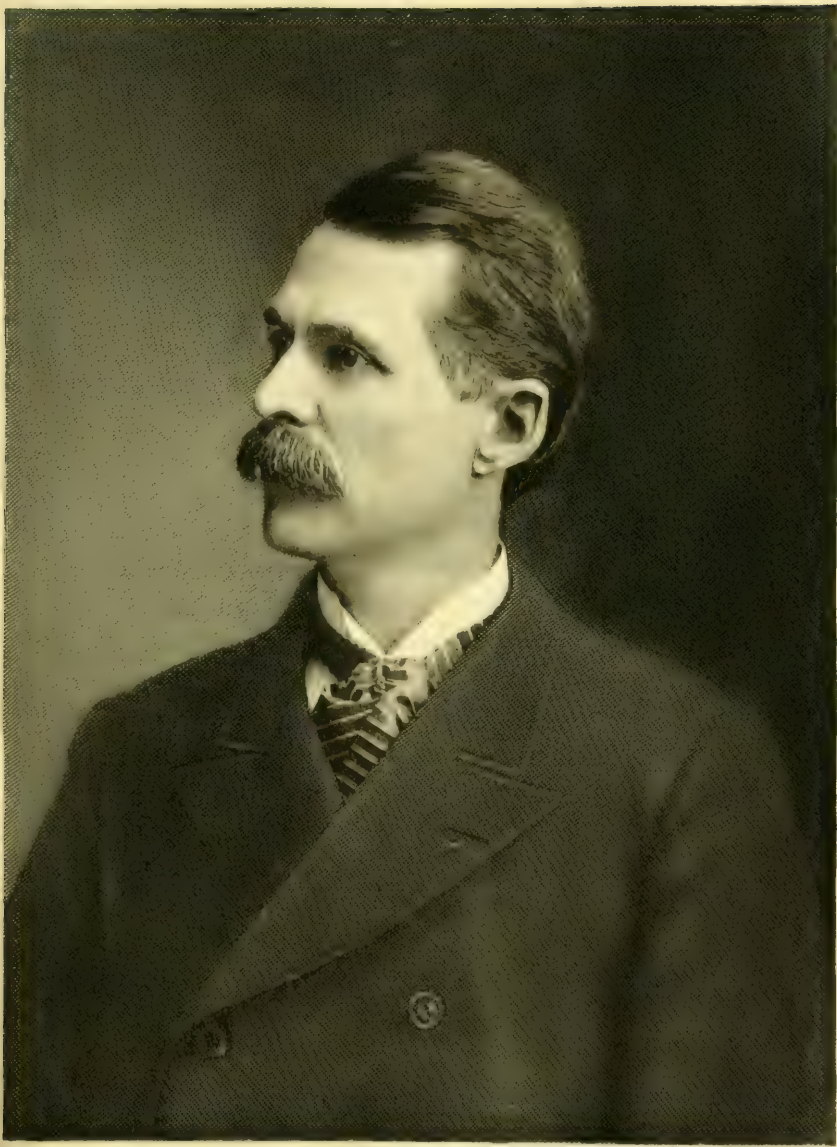
Colonel Prosser then engaged in farming seven miles from Nashville, and was elected to the house of representatives of the Tennessee legislature from Davidson County in 1867. In the following year he was elected to congress from the Nashville district, and after serving one term in that body was post-master at Nashville from 1872 to 1875. He was appointed by the governor of Tennessee, in 1872, one of the state commissioners to the Centennial Exposition at Philadelphia in 1876, and was a member of a committee to visit the Vienna Exposition of 1873 and take notes of details and methods there with reference to the Centennial Exposition. For several years he was publisher of the *Nashville Republican*.

In 1879 Colonel Prosser was appointed special agent for the general land office for the territories of Oregon, Washington, and Idaho, and coming west, served in that capacity six years. He was elected in 1886 auditor of Yakima County for two years, and was a member of the constitutional convention of the state in 1889 from the counties of Yakima

and Klickitat. In that body he was a leader in the deliberations which resulted in provision being made for the conservation of the lands granted by the general government for school purposes. After the state government was inaugurated he became a member and chairman of the harbor line commission, serving three years, after which, in May, 1893, he was elected mayor of North Yakima. In 1905 he was appointed by President Roosevelt a member of the board of visitors to West Point Military Academy. While acting in that capacity he suggested that in view of the growing intimacy of our trade relations with Japan the study of the Japanese language be made a part of the course at the academy, but, though considered with some favor, the proposal was not adopted.

In 1882 Colonel Prosser located a homestead, upon which he subsequently founded the town of Prosser, the place being incorporated in 1890. For several years afterward he was engaged in the real estate business in Seattle.

He is the author of a "History of the Puget Sound Country," which was published in 1903, and has been a frequent contributor to the newspapers and magazines, writing chiefly on military and historical subjects. He is a companion and past commander of the Loyal Legion, a member of the Grand Army, the Ancient Order of United Workmen, and the Arctic and Commercial clubs of Seattle, and is a life member and for several years was president of the Washington State Historical Society. He has always been a republican in politics, and is a member of the Protestant Episcopal Church, of which he has been a vestryman for about thirty years. In March, 1908, he was elected treasurer of the city of Seattle, receiving over twenty thousand out of a total of twenty-five thousand votes. He married,



Cyrus Hapley
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in Seattle, April 6, 1880, Flora L. Thornton, daughter of H. L. Thornton, a pioneer of Oregon and Washington; and they have three children: William Thornton, Margaret Helen, and Mildred Cyrenia. His residence in Seattle is at No. 1,006 East Garfield Street.

CYRUS HAPPY, of Spokane, was born on a farm in Perry County, Illinois, near the present city of Du Quoin, January 25, 1845, son of Burgin and Mary (Williams) Happy. Both his parents were natives of Kentucky, removing with their individual families to Illinois, where they were married. He was reared on the paternal farm, receiving in his early years only the educational advantages of a country log school, which he attended for three months in the winter seasons until the age of fifteen. Owing to the absence of his elder brother in the army it then became necessary for him to devote his entire time to the work of the farm. In March, 1865, he enlisted, under the last call of President Lincoln, in Company K, Eighteenth Illinois Infantry, and he continued in the service until December of the same year, when he was mustered out with his regiment. After leaving the army he decided to complete his education, and pursued studies in the academy at Du Quoin, Illinois, and then in McKendree College at Lebanon, where he was graduated in the scientific course in 1869. He then went to Edwardsville, Illinois (the county seat of Madison County), studied law in the office of Gillespie and Springer, and in 1871 was admitted to the bar and embarked in practice at that place. For some six years he was in professional partnership with Judge David Gillespie (his preceptor in the law), and subsequently, until 1891, he sustained the same relation with C. N. Travous, who had been a student

in Mr. Happy's law office and became a practitioner of eminent ability and reputation, occupying, at the time of his death (1908), the position of general counsel of the Wabash system of railroads. During his professional career of twenty years in Illinois, Mr. Happy enjoyed substantial success and became known as one of the representative members of the bar. At all times interested in public questions and affairs, he took a somewhat active part in politics. As a young lawyer he was twice a candidate for county judge, but except on those occasions never ran for political office. In the campaign of 1876 he was a nominee for presidential elector on the republican ticket, which was successful at the polls, and he joined in formally casting the vote of Illinois for Hayes and Wheeler.

Owing to failing health he decided to establish himself in the northwest, and in January, 1891, removed to Spokane, where he has since resided and pursued his profession. He is known for exceptional conscientiousness and fidelity in his work, and for marked accomplishments and ability in certain technical branches of the law which in recent years have become of the very highest importance throughout the northwestern country. Mr. Happy was among the first to foresee the peculiar demands that would be made upon the legal profession by the general progress of irrigation; and in the department of irrigation law he is one of the foremost authorities and practitioners.

His special interest in this direction was the outgrowth of extensive observation and study of the subject of irrigation as related to agricultural possibilities, and of an intimate personal connection with several vital undertakings. In 1902, in behalf of clients who had a large financial interest in an irrigation company in the Yuma valley, Arizona, he

with his law partner devoted much attention to the concerns of that company. This led him to make an exhaustive study of irrigation questions and problems in their historical, legal, and practical aspects, and he travelled many thousands of miles in the United States and Mexico, examining the different systems in operation. As one of the legal representatives of the Yuma valley enterprise (known as the Irrigation Land and Improvement Company), he has participated actively in the fight for it in the courts and before the United States department having jurisdiction of the matter against the practically confiscatory policy of the United States Reclamation service—a contest attracting wide attention because of the governmental methods involved.

From his earliest residence in Spokane Mr. Happy took an active interest in projects for developing the natural resources of the surrounding country. It was generally believed that on account of the gravelly nature of the soil throughout the Spokane valley irrigation was impracticable on any basis of expectation of profit. On the 4th of April, 1901, W. L. Benham, a retired railroad man, filed articles of incorporation of the Spokane Valley Land and Water Company; and after making appropriations of water in the lakes around the valley he constructed an irrigating canal through a section of land which he had acquired at Greenacres. The experiment (we quote from a paper by Mr. Happy) “demonstrated that the gravelly soil of Spokane valley makes the best irrigating canals and ditches that can be made without concrete, and that the soil is as responsive to the intelligent application of moisture as any soil in the world.” But it was exceedingly difficult to overcome the settled prejudice on the subject. In the critical emergency

of the company Mr. Happy was one of the first to come to its support, and by his money, labor, and influence greatly assisted it to become a success. After the retirement of Mr. Benham he was president of the company in the most critical period of its existence, shortly before it was sold to D. C. Corbin. He took a leading part also in promoting the success of the Spokane Canal Company, constantly rendering it most valuable assistance, and is still its legal adviser. He was one of the principal incorporators of the Methow Canal Company in Okanogan County, served for some time as its president, and has always been its legal representative. In addition, his firm has charge of the legal interests of the Arcadia Land Company.

To Mr. Happy the people of the Pacific northwest are largely indebted for the interest now being taken in apple culture on an extensive and scientific scale. Convinced by his knowledge of the capabilities of the soil of the Spokane valley when subjected to intelligent irrigation that it offered especial advantages for the culture of the apple, he became an enthusiastic advocate of that industry, and there is no man to whom a larger share of credit is due for the resulting progress.

As a citizen of Spokane he is known for high character and ideals and for active usefulness, both in connection with the general interests of the community and in the private relations and influences of life. He is an accomplished and forcible speaker, and has written and published considerable on various topics, especially in relation to the substantial advantages and resources of the northwest. In politics he has always maintained his affiliation with the republican party, contributing to its success by campaign speeches, though, as in early life, declining to become a

candidate for office. His law firm is Happy, Winfree, and Hindman, in which W. H. Winfree and W. W. Hindman are associated with him.

Mr. Happy married, in Edwardsville, Illinois, September 11, 1879, Minna Mary Prickett, daughter of John A. and Elizabeth M. Prickett. Their children are: Claudine Hunt, married to G. W. Kaufman, now of Marshfield, Oregon; Eloise, married to Seth Richards, son of Henry M. Richards, of Spokane; Cyrus, Jr., and John Harrison.

GRAVES.—The four brothers, Frank H. Graves and Jay P. Graves, of Spokane, Carroll B. Graves, of Seattle, and Will G. Graves, of Spokane, are sons of John Jay and Orrilla Landon (Berry) Graves. They are descended from Captain Thomas Graves, who in 1607 emigrated from England to Jamestown, Virginia, on the "William and Mary," the second ship to make that voyage. He was a conspicuous member of the Virginia colony, and sat in the house of burgesses which met in June, 1619, being the first legislative assemblage held in America. The family continued to reside in Virginia until the close of the Revolutionary war, when the great-grandfather of the Graves brothers removed to Boone County, Kentucky. Their grandfather, Major Reuben Graves, served in the war of 1812. Their father followed his sons to Washington and is now living in Spokane, aged ninety-one. On the side of their mother they come from old New England stock. She was the daughter of Dr. Jonathan Berry, of Grand Isle, Vermont, who was chief surgeon on the American flagship at the battle of Plattsburg in the War of 1812.

All the brothers were born at St. Mary's, Hancock County, Illinois, were reared on the paternal farm, and were educated

in the country district schools of St. Mary's Township and the Carthage (Illinois) College.

FRANK H. GRAVES was born June 15, 1857. He was admitted to the bar before the supreme court of Illinois in 1882. On Christmas day, 1884, he arrived in Spokane, Washington, where he has since resided, pursuing a professional practice at the bar in which he has attained high reputation. He was one of the original owners, and a member of the board of trustees, of the Le Roy mine in British Columbia. In 1897 he was associated with Judge Turner, Colonel Ridpath, and others, in the purchase of the *Seattle Post Intelligencer*, which they conducted until 1899, when they disposed of it to the present owners.

Mr. Graves married, 1882, Maud Ferris, daughter of H. G. and Julia Ferris, of Carthage, Illinois. They have two sons, Carroll S., a graduate of Annapolis and now an ensign in the United States navy, and Arnold L.

JAY P. GRAVES was born June 27, 1859. Coming to Spokane in January, 1888, he was engaged in real estate and investment enterprises until 1895, when he acquired mining properties in British Columbia and embarked upon a career of marked activity and success in that connection. He was instrumental in establishing the Granby Consolidated Mining, Smelting, and Power Company, Limited, whose organization was completed on the 30th of June, 1901, and he has since been its vice-president and general manager. This corporation is the largest in the Dominion of Canada engaged in copper mining, its product being some thirty million pounds of copper annually, besides gold and silver. In 1903 he took the leading part in organizing the Spokane Traction Company, and subsequently in organizing the



J. H. Lawrence



Jay D. Green

Spokane Terminal Company, the Spokane and Inland Railway Company, and the Coeur d'Alene and Spokane Railway Company. All these companies were consolidated under the name of the Spokane and Inland Empire Railroad Company, the merger becoming effective in January, 1907. Of this system Mr. Graves is president, as he had been previously of its various component roads. It operates two hundred and ten miles of electric railway, deriving its current mainly from the Nine Mile Dam and generating Plant, which it constructed on the Spokane River about twelve miles below the city.

He married, 1879, Amanda Cox, daughter of John Cox, and has one child, Clyde Merritt Graves.

CARROLL B. GRAVES was born November 9, 1861. He came to Washington in March, 1885, was admitted to the bar in Spokane, and immediately afterward commenced the practice of the law in North Yakima. Removing to Ellensburg, he continued in professional business there until the admission of the state in the fall of 1889, and at the election in that year was chosen superior judge of the counties of Kittitas, Yakima, and Klickitat. He was reelected, serving on the bench altogether eight years. At the expiration of his second term he resumed practice at the bar in Ellensburg and then in Seattle, in which latter city he has since resided. He pursues a general practice, and is attorney for the Northern Pacific Railway Company in Seattle. He is a member of the Elks and the Knights of Pythias, and of the Rainier Club of Seattle.

Judge Graves married, first, January, 1888, Ivah E. Felt, daughter of George E. Felt, of Keokuk, Iowa. Two daughters were born, Marion Kellogg Graves and Florence Felt

Graves (wife of John D. Thomas, of Seattle). He married, second, June, 1898, Catharine Osborn, daughter of Sarah J. Osborn, of Ellensburg, Washington, and of this marriage there is one daughter, Carolyn Lisle Graves.

WILL G. GRAVES was born May 18, 1866, came from Illinois to Spokane in the fall of 1889, and soon afterward removed to Ellensburg, where he was admitted to the bar in 1892. Returning to Spokane in the spring of 1896, he entered into a professional association with his eldest brother Frank H., which still continues. In 1902 he was elected on the democratic ticket to the state senate from the sixth district (a strong republican district), and in 1906 was reelected. At the present time (1910) he is one of but three democratic members of that body. During the first two sessions of his service he was chairman of the committee on constitution and constitutional revision, and he is now chairman of the judiciary committee. He has been a trustee of the Spokane and Inland Empire Railroad Company since its organization, and is also a director of the Traders' National Bank.

He married, 1894, Rebecca Feek, daughter of Asahel Feek, of Seattle, and has one surviving child, a son.

P. B. VAN TRUMP, of Yelm, was born in Lancaster, Ohio, December 13, 1838, son of P. Van Trump and his wife Marie Louise Beecher. His father, descended from old Dutch stock, was a man of scholarship, ability, and influence; a successful lawyer, served as judge, and represented the twelfth Ohio district in the congress of the United States. Mr. Van Trump's mother was the daughter of General Philemon Beecher, who was congressman from Ohio; she was related to the noted Lyman Beecher family



Carroll D. Shaver.



Will S. Shaver

and was a cousin of James G. Blaine and Mrs. General W. T. Sherman. The son was carefully educated, attending Kenyon College (Ohio) and also the University of New York. In the Civil War he was a member of the Ohio militia and was called into service during the Morgan raids. In 1865 he crossed the plains to Montana and Idaho. After some mining experiences in the latter territory he went to Oregon and California and then returned to the east. Upon the appointment by President Johnson of Marshall F. Moore as governor of the Washington Territory (1867), Mr. Van Trump became the latter's private secretary, made the journey to Washington by the Isthmus route, and continued to serve in that position throughout Governor Moore's administration. He was the governor's brother-in-law. Mr. Moore died in 1870, and Mr. Van Trump administered his estate. Removing to a farm near Yelm, he was a citizen there for many years, conducted a store in the village, and occupied the office of postmaster. In 1903 he sold out his interests in Yelm and came to Seattle, but some years later returned to Yelm, where he has since resided. In his political affiliations he was a democrat until 1896, when he joined the republican party on the silver issue. He has been an occasional contributor to the press on political and other subjects.

With General Hazard Stevens he made the first successful ascent of Mount Rainier in 1870, and he has since gone up several times. He has delivered lectures on the mountain, and has taken a leading part in contending that it should properly be called Mount Tahōmā.

Mr. Van Trump married, October 15, 1873, at Olympia, Washington, Cynthia Shelton, daughter of Levi Shelton. Her father was a pioneer, crossing the plains in 1852, when she was two years old, and he was a member of the Washing-

ton legislature and territorial librarian. To Mr. and Mrs. Van Trump two children were born; H. S. Van Trump (now living in Alaska) and Christine Louise Van Trump (who died in January, 1907). The mother died in September, 1907.

HENRY L. DENNY was born on a farm in Clark County, Indiana, September 13, 1838, son of Samuel and Lucy A. (Dow) Denny. He is of original Irish descent on his father's side and Scotch on his mother's. Both his paternal and maternal grandparents were early settlers in Indiana; his maternal grandfather served in the War of 1812 and in the Indian wars with General Harrison, fighting at the battle of Tippecanoe. As a young man Mr. Denny took up "railroading," and for several years was engineer on the Louisville, New Albany, and Chicago road, now the Monon route. In 1863 he went south, and, though not an enlisted man, engaged actively in army work, hauling troops and supplies for General Sherman. While thus employed he was twice captured by the Confederates. In 1866 he left New York, crossed Panama, and came to San Francisco and from there to Portland, Oregon. After a residence of three years at Albany, Oregon, he removed to Seattle, where he was first employed in Henry L. Yesler's sawmill and then engaged in steamboating on Puget Sound, in which he continued for the next thirty years. In 1899 he went to the Yukon River, Alaska, and for some time was on a steamboat which plied between St. Michael's and Dawson.

After coming to Washington, Mr. Denny purchased one hundred and fifty-eight acres of government land at a dollar and a quarter an acre, located immediately north of Green Lake. This property has been platted and is now a part of the city of Seattle. His first vote was cast for Abraham



William Pigott

Lincoln in 1861, and he has ever since been a supporter of the republican party. He is a member of the A.O.U.W.

Mr. Denny married, December 19, 1858, in Indiana, Lucinda Baker, daughter of James Baker, one of the pioneers of that state. Their children: Carl A. (deceased), Dora N., Harry D., Rhoda, and Lucy E. All the surviving children are married and live in King County.

WILLIAM PIGOTT, of Seattle, has had a noteworthy part in establishing and developing manufacturing industries. He is one of the foremost men of the Pacific northwest in the iron and steel business, is interested in other enterprises, and is known as a public spirited and influential citizen.

Mr. Pigott was born in New York City, June 27, 1860, son of Michael and Anna (Byrne) Pigott, both of whom came to the United States from Ireland. He received his education in the public and parochial schools of Trumbull County, Ohio, and at the age of fifteen began work in the blast furnaces at Hubbard, Ohio, where he obtained a practical knowledge of iron and steel manufacturing. Removing to Colorado, he was connected for several years with the Trinidad Rolling Mills, and was for two years superintendent of the Steel Merchant Mills at Pueblo, Colorado.

In October, 1895, Mr. Pigott came to Seattle, where he has since resided and pursued an enterprising and successful business career. In 1904 he organized the Seattle Steel Company and became its vice-president and treasurer. He next organized the Seattle Car Manufacturing Company for the manufacture of standard railway equipments, and of that concern he was made president.

Mr. Pigott has been a director and member of the executive board of the Washington Trust Company since 1906. He was one of the trustees of the Alaska-Yukon-Pacific Exposition in 1909, and is a member of the Seattle board of education. Although not active in politics, he takes an interest, as a citizen, in the local affairs of Seattle. He is a member of the Seattle Chamber of Commerce and of the Rainier and Athletic clubs, as well as of the American-Irish Historical Society and the National Geographic Society. As a member of the Seattle Chamber of Commerce he was appointed one of the commissioners of the associated chambers of commerce of the Pacific coast to visit China as guests of the associated chambers of commerce of China. During that visit he spent several months investigating trade and other conditions in China and the Philippine Islands.

He married, November, 1894, Ada E. Clingan, and has two children, William and Paul.

CCLINTON PEYRE FERRY came to the coast in 1858, in the hope of locating a site for a future city. He was one of the first to buy land where Tacoma now stands, and during all the remaining years of his life was a most earnest worker in the upbuilding of that city, although he owned property at one time or another in several other cities, both of Washington and Oregon.

He was born in Fort Wayne, Indiana, May 24, 1836, when that town was no more than a frontier village. His grandfather, Peter Peyre Ferry, born in Marseilles, France, was an officer under Napoleon, came to America in 1814, and settled near Sandusky, Ohio, where he was for a time collector of customs but was finally driven from the place by Indians. He then went to Michigan, and there his two sons



C. R. F. Terry



were born. One of these was Elisha Peyre Ferry, afterward governor both of the state and territory of Washington. The other son, Lucian, married Caroline Bourie, of Detroit, who was also of French descent, her father being a merchant and fur trader with an extensive business, for that time, in several of the old northwestern states. They had three children, one of whom is the subject of this sketch.

He was educated in the common schools at Fort Wayne and Indianapolis, and subsequently graduated from Bryant's Business College in Chicago. His first employment was in a printing office. Then he learned telegraphy, working in the office at Fort Wayne and in various other offices, in some of which he was also railway station agent. Becoming chief clerk and cashier in the main office of the Toledo, Warsaw, and Western Railroad, he retained that position until 1858, when he came to Puget Sound. An uncle who was a trader doing business in the country north and west of Chicago had advised him to go to the coast and try to fix on the place where a great city would sometime be brought into existence by trade with the Orient. He had reflected on that advice, resolved to accept it, and, after studying such maps as could be found and obtaining all the information possible from other sources, started for the coast by way of the isthmus. Soon after reaching San Francisco he came north as far as Portland, where he was first employed by a ship as checking clerk while unloading cargo. For this work he was paid five dollars per day, which he thought a princely recompense.

Later he worked for H. W. Corbett until his health began to fail, and next he went to sea as supercargo of the ship "Jane A. Falkenberg." Before his health was restored he was commanding the ship, and the owner would have been glad to retain him in that capacity, but, having little liking

for the sea, he left it as soon as he could do so conveniently and sought employment on shore.

With the first money he was able to save, after reaching Portland, he bought a few lots there, and from that time forward purchased land in or near some city or growing town as rapidly as he could earn money to pay for it. Remembering his uncle's advice, he was resolved to own something in the big city of the northwest coast wherever it should be. So as he earned and saved, working first in one employment and then another as his services grew more valuable, he bought land and paid for it. Never but once, he said late in life, did he buy more than he had the money to pay for. He was therefore never troubled by more than one mortgage, and never but once did he overdraw his account in bank, and that was done inadvertently.

In time he owned lots, or acres, in Portland, and in or near almost every city or promising town in western Washington—in Olympia, Bellingham, Port Angeles, Everett, Seattle, and Tacoma, and nearly a thousand acres on Gray's Harbor. His holdings in Tacoma were larger than in any other city, though he once possessed nearly a hundred acres in Seattle between the present business section and Lake Union. A large part of this property he had acquired before the panic of 1873, and he carried it through the gloomy years of depression following that event without losing a single foot of it.

After his experience at sea he worked in Portland for a mercantile house, for which he travelled a good deal, particularly through the mining regions of Idaho and Montana. Much of the time he journeyed on horseback, camping alone where night overtook him, sleeping in his blankets, and doing his own cooking. Later he worked in brokers' offices and banks, as clerk or bookkeeper. Then he opened an office

of his own, in which he did a considerable business in fire insurance. After the panic of 1873 he went to San Francisco, and there was employed in a stock broker's office, subsequently being travelling agent and adjuster for one of the large foreign insurance companies, in which connection he travelled through all the coast states.

His first visit to Tacoma was made in 1868, when General McCarver and his family were living in a cabin not far from the beach, in the gulch now occupied by the Stadium. That cabin and the one occupied by Job Carr and his family were the only habitations of white men then on the west shore of the bay. Colonel Ferry removed to the neighborhood soon after, and from that time always regarded Tacoma as his home. He was at McCarver's house a few years later when the message from Rice and Ainsworth was received, announcing that Tacoma had been chosen as the terminus of the railroad. He had also been present when McCarver consulted his partners in regard to the name for the city, and suggested the name Tacoma. A plat had been made more than a year earlier of some thirty-one blocks, on which the surveyor had written Commencement City, and that plat had been used in selling lots. But it had never been recorded. At the conference a pen was drawn through the word Commencement and the name Tacoma, in Colonel Ferry's handwriting, was substituted for it. This map still exists and is the best evidence remaining as to who made the change.

From the time of his first visit to Commencement Bay in 1868, when its shores were still covered with the virign forest, undisturbed by the ax of the settler, until the hour of his death, Colonel Ferry was a firm believer in the ultimate greatness of the city. He studied its advantages by day and

dreamed of them by night. He continually made plans for beautifying and improving it, or for advancing its interests in various ways, and worked unceasingly to secure their adoption. He spread its fame in many ways. During the later years of his life he travelled extensively, everywhere observing the progress of cities, the economies practiced in the administration of their governments, their various methods of dealing with public service corporations, the plans of their harbors, the materials used in paving, and the cost of lighting and of policing and of defending their property against loss by fire. All that he learned he embodied in numerous reports to the Chamber of Commerce and in letters to the newspapers, and in season and out of season urged upon the people and the authorities to adopt the most improved methods of doing things, and so fast as improvements were made to make them with a view to beautify the city as well as to benefit it in other ways. He was especially insistent in urging that an elaborate system of parks and boulevards should be planned while property was comparatively cheap. He drew the first ordinance providing for parking certain streets, and urged it upon the attention of members of the council and property owners for several months before he secured its passage. He also spent a great deal of time in an effort to have the work of parking the bluffs overlooking the harbor begun. During one of his visits to Europe he bought the several pieces of statuary that were the first to ornament Wright Park or any of the other parks of the city. He also bought and gave to the city the first marbles and most of the casts now in Ferry Museum, and so became the founder of that useful institution.

Most of these efforts and sacrifices for the benefit of the city he had helped to found, and which ever afterward was

his home, were made just prior to and during the years following the panic of 1893, when most other people were discouraged, when taxes were high, and the income from all classes of property was discouragingly small. He was often disappointed by the lack of interest that these conditions caused in the improvements which he had so much at heart and which he hoped to see begun if not completed in his lifetime. But he never ceased to hope, rarely relaxed, and never abandoned his efforts.

Colonel Ferry was a member of the order of Odd Fellows before he came to the coast. Soon after his arrival in Portland he was made a Mason, and in that fraternity became an active worker. For many years he was senior deacon in his lodge, and though often offered promotions never accepted them. He called the meeting at which the first lodge in Tacoma began to take form, and with Robert Frost assigned the offices among the members. He subsequently took all the degrees in the York rite, and all but the thirty-third in the Scottish rite. For a year he was secretary of the Chamber of Commerce, of which he was a charter member, as he was also of the Union Club. Before coming to Tacoma he was for four years treasurer of the city of Portland, but he never aspired to or held any other political office. He was commissioner from the territory to the Paris Exposition in 1890.

In 1862 Colonel Ferry married Mary Ann Buckalew, of Virginia, who died in 1874, leaving one daughter. By a second marriage, to Mrs. Eveline Trafton, he had a son, Clinton Trafton Peyre Ferry, who survives him.

Mr. Ferry died at San Diego, California, July 31, 1909. He left an estate appraised at about seventy thousand dollars, of which two-fifths was devised by his will to the Ferry Museum.

JAMES J. HILL* was born near Guelph, province of Ontario, Canada, September 16, 1838, son of James and Ann (Dunbar) Hill. He attended the Rockwood Academy, but, deciding on a business career, left his father's farm and came to Minnesota. From 1856 to 1865 he was in steamboat offices in St. Paul; in 1865 became agent of the Northwest Packet Company; later established a general fuel and transportation business on his own account, and was at the head of Hill, Griggs and Company, in the same line, from 1869 to 1875. He established in 1870 the Red River Transportation Company, which was the first to open communication between St. Paul and Winnipeg, organized in 1875 the Northwestern Fuel Company, and three years later sold out these interests. Meantime he had taken the leading part in organizing the syndicate that secured control of the St. Paul and Pacific Company from the Dutch owners of its securities. This railroad was reorganized as the St. Paul, Minneapolis, and Winnipeg Railway Company, of which he was general manager from 1879 to 1882, vice-president in 1882-83, and subsequently president, and which was merged in the Great Northern system in 1890. During the years 1883-93 he was concerned in the construction of the Great Northern road from Lake Superior to Puget Sound, with northern and southern branches and direct steamship connections to China and Japan. He became president of the entire Great Northern system in 1893, continuing until April 1, 1907, when he resigned and assumed the office of chairman of the board of directors. He was also chief promoter of the Northern Securities Company, and was made its

* This sketch is based on the particulars given in "Who's Who in America," edition of 1909.



Jos. J. Hill

president. Aside from his great railway interests, he is a director in large financial concerns of New York and Chicago.

Mr. Hill's residence is in St. Paul. To the Roman Catholic Seminary of that city he gave five hundred thousand dollars. He married, August 19, 1867, Mary Theresa Mehegan.

ALFRED LEE PALMER, of Seattle, was born in Mina, Chautauqua County, New York, June 11, 1835, son of Joseph and Mary (Hill) Palmer. The Palmer family in his genealogical line came from England to the province of New York before the American Revolution. David Palmer, the grandfather of Alfred Lee Palmer, was a Revolutionary soldier and owned a farm which is now embraced in the city of Rochester. Mr. Palmer's father was born on the family homestead, and in 1840, when the son was five years old, removed with his family to Andrew, Iowa. He was a man of influence and prominence in that state, serving as probate judge and also in the office of superintendent of public instruction. The mother of Alfred Lee Palmer, whose maiden name was Mary Hill, was born in Vermont; her mother was a member of the celebrated Lee family of Virginia.

Alfred Lee Palmer received his early education in the district school of Andrew, Iowa, and pursued more advanced studies in the Mt. Morris (Illinois) Academy. Entering the Albany Law School at Albany, New York, he took the complete course of that institution and was admitted to the bar. Returning to Iowa, he engaged in the practice of his profession in Jackson County, but in the fall of 1861, soon after the breaking out of the Civil War, he closed his office, sold his books, and enlisted in Company I, Twelfth

Iowa Volunteer Infantry. Though sworn in as a private he was elected by his comrades to the position of second lieutenant. Being detached to do recruiting duty, he enlisted a hundred men for the service. Meantime his regiment was captured by the Confederates, and he was assigned to the Eighth Iowa Volunteer Infantry and promoted to first lieutenant. At the battle of Corinth he was shot through the right lung. Being incapacitated by the wound (which did not heal for twelve years), he was honorably discharged (1863).

He then returned to Jackson County, Iowa, and as soon as his health would permit resumed his law practice. This he prosecuted with success and reputation, and he was honored with election for two successive terms as county judge. Upon the selection of Lincoln as the capital of Nebraska he went to that place and made land investments which resulted profitably. He continued a resident of Lincoln fourteen years, devoting himself to his practice at the bar and to his property interests, and during this period occupied the office of county judge two terms.

Mr. Palmer became a resident of Seattle, Washington, in the fall of 1882. That was before the advent of the railways, and he is therefore one of that class of older citizens whose faith in the future of the place and enterprising activity in that connection antedate the period of facilities and development. For some years he was occupied principally with professional business at the bar, but he was quick to take advantage of favorable real estate opportunities both in Seattle and Tacoma, and thus acquired substantial property interests, which obliged him to discontinue his law practice and apply his energies to his investments and to building and improvement transactions. During more



Alfred L Palmer

than twenty years he has had a prominent part in the development of the city of Seattle. In the early time he built the Palmer House, and after the fire of 1889 he erected the fine York Hotel on First Avenue, a brick structure of six stories, then, and for years, one of the most notable in the northwest. Among the buildings which he has erected in recent years (since 1905) are the three story brick building at the corner of Fourth Avenue and Pine; the six story brick building on First Avenue, South, now occupied by the Western Electric Company; a two story brick apartment house in Ballard, and various residential structures. He is now contemplating the construction of a six story brick building on First Avenue, South, for manufacturing purposes. It may be remarked that there is no more loyal citizen of Seattle than Mr. Palmer. His faith in a great destiny for that community has always been unbounded, and his entire business career has been a practical demonstration of his confidence in the city's resources and growth.

Mr. Palmer is one of the most prominent members of the Masonic fraternity, having held the office of eminent grand commander of Knights Templar for the state of Washington and being the oldest living past grand commander in the state. He is a member of the Loyal Legion and of the Chamber of Commerce of Seattle.

He married, first, in 1860, Lydia Butterworth, of Andrew, Iowa, and had two children by that union, Alice and Carrie (who married John B. Denny). Mr. Palmer married, second, September 27, 1880, Rocelia A. Chase, of Maquaketa, Iowa, daughter of Royal B. Chase, who was a capitalist dealing in farm lands. Mrs. Palmer was educated in Rockford (Illinois) Female Seminary, now Rockford College. Their children are Frank J. (engaged in the real estate

business), Hattie P. (wife of D. B. Olson, of Seattle), Don H. (a physician in Seattle), Leet R. (engaged in farming), Lee C. (in the real estate business with his father), Ben B. (a student in the University of Washington), and Esther Rocelia (a student in the Broadway High School).

EDWARD LINCOLN SMITH, of Seattle, clergyman, was born in Montpelier, Vermont, April 6, 1865, son of Carlos Lilley and Catherine Holden (Chapin) Smith, both natives of Vermont, the former having been born in Cabot and the latter in Middlesex. Through his mother he is descended from Samuel Chapin, Esq., of Dartmouth, England, who came to America in 1633 and whose statue has been erected in Springfield, Massachusetts, as the typical puritan.

He received his early education in Vermont and was graduated from Yale College as bachelor of arts in 1886 and from the Yale Divinity School as bachelor of divinity in 1890, having, previously to the latter event, taught school as principal of the Staples Academy at Easton, Connecticut, 1886-7. In September, 1890, he came across the continent as one of a company of six young ministers, all from the Yale Divinity School, who were known in the state of Washington as the Yale Band. He was ordained in the same year pastor of the Congregational Church of Genesee, Idaho, continuing in that capacity three years and meantime serving also as pastor of the Congregational Church in Uniontown, Washington, which he organized. On the 1st of November, 1893, he became pastor of the First Congregational Church of Walla Walla, the oldest church of its denomination in this state. After five years in Walla Walla he resigned to take a year of rest and travel abroad; and then, November



Edward Lincoln Smith

1, 1899, came to Seattle and began work, resulting, a month later, in the organization of the Pilgrim Congregational Church, of which he has since continued as pastor. He spent the year from October 1, 1906, in Europe, enjoying his second sabbatical year, and in May, 1910, again crossed the Atlantic to serve as a delegate of the American Board to the World's Missionary Conference in Edinburgh. The degree of doctor of divinity was conferred on him by Whitman College in 1904.

Dr. Smith has always taken an active part in the development of Christian work as carried on by the Congregational denomination in the city of Seattle, the state of Washington, and the Pacific coast. He was a delegate to the National Congregational Council in 1889, 1904, 1907, and 1910; has for the past four years been a member of the board of directors of the Congregational Home Missionary Society of America; is a trustee of the Pacific Theological Seminary (the Congregational divinity school of the Pacific coast); and is a corporate member of the American Board of Commissioners for Foreign Missions. He has at various times within recent years been offered the presidency of Pacific University at Forest Grove, Oregon, and Pomona College at Claremont, California, and the secretaryship of the National Congregational Home Missionary Society in New York City, but has declined, preferring to continue his ministerial work in Seattle.

In December, 1903, he was elected a member of the Seattle board of education, on which he served until his resignation on October, 1906. He is a member of the city and state societies of the Sons of the American Revolution (having acted as chaplain of those bodies five years), president of the Seattle Archæological Society, and member of the

Rainier Club, Seattle Golf and County Club, Seattle Yale Club, and National Geographic Society.

He married, October 26, 1898, Rosalia Imogene Baker, daughter of Dorsey S. Baker, of Walla Walla.

LUTHER S. HOWLETT was known throughout the Pacific northwest for varied attainments and activities. He was a brilliant journalist and writer, was prominent in Washington politics during territorial times and afterward, held responsible appointive positions under the federal government, and as a citizen was enterprising, influential, and useful.

He was born in Holland, Massachusetts, July 20, 1847. When twelve years old he suffered an accident which permanently affected one of his hips. In 1861, at the age of fourteen, he left home and served for two years as an apprentice to a carriage builder, and then for the same time was apprentice to a printer. Going to New York in 1866, he became a newspaper reporter. From that city he removed soon after to Worcester, Massachusetts, where at the age of twenty-one he was employed as city editor of the *Spy*, a newspaper which sustained a high reputation in those days, as it does still. In 1871 he went to Louisville, Kentucky. A year later he became proprietor of the Louisville *Daily Commercial*, and afterward he founded and conducted the Louisville *Evening Post*. In addition to the management of the two journals he served as appraiser of the port of Louisville, a position to which he was appointed by President Grant in 1876. This was a period of most industrious and responsible labor, and was always referred to by Colonel Howlett with much satisfaction and pleasurable recollection.



L. S. Howlett -

For some years he was the representative of the Associated Press at the national capital, also acting as special correspondent for several prominent newspapers. He then came to the Pacific coast to assume an editorial position on the Portland (Oregon) *News*, which had been established in opposition to the *Oregonian*. After the failure of the *News* he was for some time a special correspondent in the Coeur d'Alene country, sending out accurate information concerning that newly-developed mining region. He was subsequently for some time clerk of the Oregon legislature.

Colonel Howlett, before coming to the coast, had received assurances (1882) of appointment as governor of the territory of Washington, and announcements to that effect were published throughout the country. For some reason, however, he did not receive the office, but instead was named by President Arthur and confirmed as register of the United States land office at North Yakima. Establishing himself in that place he became one of the principal citizens and a very active contributor to the progress of the community. He erected the brick building, known as the Land Office Building, opposite the post-office, and was one of the first to recognize the advantages of the Nob Hill district as a residence locality and a suitable place for fruit culture. His name appears in the title of almost every piece of land in that portion of the city, and in 1887 he built the first home there, which later became the H. J. Snively residence. He was one of a syndicate of five persons who in 1891 took over practically all the remaining holdings of the Northern Pacific Railroad in North Yakima—a venture which proved to be unfortunate and in which he lost a large portion of the accumulations of more successful undertakings.

He continued as register of the land office until the first Cleveland administration came in. In 1889 he was one of the leading candidates for the republican nomination for governor of Washington, but was defeated in the convention by a small margin. The nomination for lieutenant-governor was offered him by acclamation, but he declined it. He was chairman of the convention of 1892, which nominated McGraw for governor, and in 1896 was a candidate for congress before the convention at Spokane, but was not successful. President Harrison reappointed him register of the land office, and he was also for two years arid land commissioner by appointment from Governor McGraw. During the presidential campaign of 1896 he took a leading part in the interest of the republican party, stumping the state in company with Senator S. H. Piles. He received from Judge C. H. Hanford the appointment of United States commissioner at North Yakima and continued in that office until the spring of 1907, when Judge Wickersham appointed him to a similar position in Seward, Alaska. His death occurred in the latter place on the 24th of February, 1908.

Colonel Howlett is survived by two daughters, Mrs. S. J. Cameron, of North Yakima, and Mrs. Myra Cox.

LIVINGSTON BOYD STEDMAN, of Seattle, was born in Dorchester (now a part of Boston), Massachusetts, February 2, 1864, son of Daniel B. and Susan L. (Boyd) Stedman. In the paternal line he is descended from a family which settled in Massachusetts in the seventeenth century. His mother was the daughter of Rev. George Boyd, of Philadelphia, and Elizabeth Livingston, and maternally was a granddaughter of Robert H. Livingston (a



Winthrop B. Stedman

Revolutionary officer), grandniece of the distinguished Robert R. Livingston, and grandniece of Philip Livingston, signer of the Declaration of Independence.

Mr. Stedman received his early education in the Mather School at Dorchester and the Roxbury Latin School, and was graduated in 1887 from Harvard College as bachelor of arts, taking the degree of master of arts in 1890. He then attended the Harvard Law School for two years, and was admitted to the bar in Seattle in September, 1890.

Coming to Seattle in August, 1890, Mr. Stedman engaged in the practice of law in the office of Colonel John C. Haines, and continued in that relation until the death of Colonel Haines in 1892. He then became a member of the law firm of Hughes, Hastings, and Stedman. In September, 1893, the firm of Hastings and Stedman was established. This is now the oldest firm of lawyers in Seattle.

He is a member of the Harvard Club, Athletic Club, University Club, and Golf and Country Club and of the Sons of the Revolution, and is a communicant of the Episcopalian Church.

Mr. Stedman married, April 29, 1891, Ann Bonneville Leiper, daughter of Thomas Irvine Leiper, of Chester, Pennsylvania. Their children are: Daniel B., Lewis L., and Livingston B., Jr.

McCONAHA-WYCKOFF.—J. V. Wyckoff, of Seattle, was born in that city, where the Oriental Building now stands (Second Avenue and James Street), July 24, 1862, son of Lewis Van Dyne and Ursula (Hughes-McConaha) Wyckoff. His father was a man of note in territorial times, and his mother's first husband was the

distinguished George Nelson McConaha. It is fitting, as a preliminary to our notice of J. V. Wyckoff, to make a consecutive family record, with due regard for brevity, beginning with Mr. McConaha.

George Nelson McConaha was born near Cincinnati, Ohio, January 13, 1820, received a village school education, studied law, and was admitted to the bar. On April 11, 1846, he married, in Clarksville, Missouri, Ursula Hughes. For about two years afterward he practiced law in that place and then went south, intending to locate in New Orleans, but stopped on the way to defend a man accused of murder and secured his acquittal, receiving for the service a fee of five hundred dollars, a very large one for the times. After that event he returned to Clarksville, where he continued some two years longer. In March, 1850, he started with his wife for the Pacific coast. At Avon, Iowa, they were strongly urged to join a Mormon expedition which was about to leave for Utah, but declined. They made the journey by the Platte River route, reaching Sacramento, California, on the 16th of December, 1850. His abilities were soon recognized, and, becoming active in politics, he was elected to the council of California and chosen its first speaker. Through the inducement of a promised judgeship he came to the territory of Oregon (which then included Washington), but upon his arrival learned that another had been appointed to the place. He arrived in Seattle July 18, 1852, began the practice of law, became known as "the silver-tongued orator," was largely instrumental in bringing about the separation of Washington from Oregon, and was a member and speaker of the first legislature of the new territory, which convened at Olympia. He started to return to Seattle in a boat with another white man and two Indians.

When off the head of Vashon Island the boat capsized, and only one of the party, an Indian, reached the shore.

George Nelson and Ursula (Hughes) McConaha had three children, as follows:

1. George Nelson McConaha, Jr., born in Canton, Missouri, March 31, 1848. At an early age he displayed brilliant talents, leading all his classes at school. He studied law in the office of John J. McGilvra, was elected to the legislature at the age of nineteen, and at twenty-three was admitted to practice before the supreme court of the territory. In 1872 he was elected prosecuting attorney of King County, and in that office he served, with an excellent record, two terms. Later he received the republican nomination for probate judge, but was defeated by Judge Burke. It was due largely to his efforts that Fort Steilacoom was obtained for the use of the state as an asylum for unfortunates. He was a member of the Odd Fellows and the Masonic order. His death occurred March 26, 1906. Resolutions were adopted by the Seattle bar, and eulogies were delivered by prominent judges and lawyers, testifying to the high esteem in which he was held as a lawyer, scholar, and citizen.

2. Ursula McConaha, born at Fort Laramie, Wyoming, during the journey of her parents across the continent. She died March, 1856, in Seattle, from burns caused by her clothing catching fire.

3. Eugenie McConaha, born September 18, 1852, in Seattle, where the New England Hotel now stands. She was the first white child born in Seattle.

After the tragical death of George Nelson McConaha, Sr., his widow continued to live with her children in Seattle, her home being on the site of the present Oriental Building. She married, second, Lewis Van Dyne Wyckoff, who was

born in 1829 some fourteen miles from Kingston, New York, came to Seattle in 1853, and for some time after his arrival was employed in Yesler's sawmill. In 1862 he was elected sheriff of King County, and he held that office continuously twenty years, excepting two years, when Dick Atkin served. On September 4, 1877, in pursuance of his duties, he executed, at the King County court house, John Thompson, who had been convicted of the murder of Solomon Boxter at Renton. This was the first legal hanging of a white man in the territory of Washington. Mr. Wyckoff unhesitatingly performed his duty as prescribed by the statutes, but always privately expressed the opinion that the hanging of Thompson was a legal mistake. He died January 20, 1882, of heart failure resulting from excitement caused by the lynching of the three prisoners, Sullivan, Howard, and Payne, of which an account is given in Volume IV of our History. Judge Burke, in a public eulogy, characterized him as a loving father and husband, an honest and fearless official, and a man who had great sympathy for the unfortunates who came under his charge. He was the father of three children, of whom J. V. Wyckoff is the only survivor, the others having died in infancy. His widow died some two years ago.

J. V. Wyckoff was educated in the Seattle schools. He was the first newsboy in that town. Before he was of age he served as jailor under his father, and after the latter's death was, upon arriving at his majority, appointed deputy under Sheriff John H. McGraw. This position he resigned, and in 1890 became inspector of customs. Going to Chicago in 1893, he served as an employe in the World's Fair. From 1892 to 1904 he was in the fire department of Seattle, and since the latter year he has been in the United States assay office.



W. H. W. W. W. W.

WILLIAM J. C. WAKEFIELD, of Spokane, was born in Ludlow, Windsor County, Vermont, September 4, 1862, son of Luther F. and Lorinda (Place) Wakefield. The Wakefield family in his line is of early Massachusetts colonial ancestry. His great-great-great-grandfather, Jonathan, of Sutton, was enthusiastic in the cause of American independence, and served in the expedition under General Amherst against Ticonderoga and Crown Point in 1759. He had six sons, all of whom were Revolutionary soldiers. One of these, Samuel, was a private on Lexington alarm roll, and marched April 19, 1775, with Captain John Putnam's company (Colonel Ebenezer Larned's regiment), and continued in the service until September 17, 1779. His son Samuel removed from Massachusetts to Newport, New Hampshire. Alpheus, the next in line, lived at Ludlow, Vermont, and there Luther F. (the father of William J. C.) was born, lived, and died, following the pursuits of mechanic, miller, and farmer. On the side of his mother, Lorinda L. Place, who was born in northern Vermont, Mr. Wakefield is also of old New England stock.

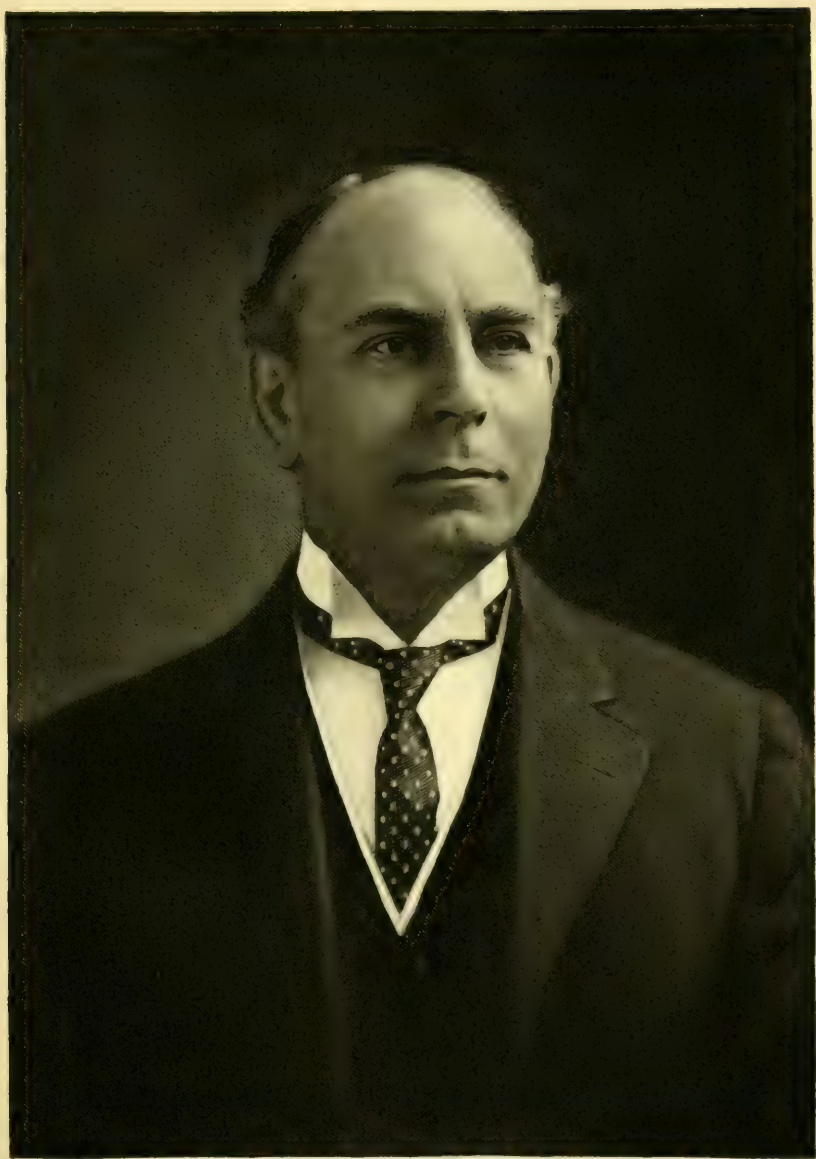
He received his early education in the country district schools of Chittenden and Windsor counties and at Black River Academy in his native town, and in 1885 was graduated from Dartmouth College. Coming west immediately thereafter, he taught school in Austin, Nevada, and also began the reading of law with Judge McKenna of that place. He next removed to San Jose, California, where he completed his legal studies in the office of Archer and Bowden, and was admitted to the bar in San Francisco early in 1889. Deciding to seek a new field in his chosen professional work, he came north, and, attracted by the advantages of

the growing city of Spokane, established himself there in May of the same year. In November, 1889, he entered into a legal copartnership with Judge L. B. Nash, which continued until the spring of 1892, when he took the place of Colonel W. W. D. Turner in the firm of Turner and Forster, which thereupon became Forster and Wakefield. After the decease of his associate, George M. Forster, in 1905, he organized with A. W. Witherspoon the firm of Wakefield and Witherspoon, and in that professional connection he still continues.

Mr. Wakefield has enjoyed a successful career at the bar and represents clients who have been largely concerned in the development of eastern Washington, northern Idaho, and western Montana. He has adhered strictly to his profession and has never held political office. In politics, however, he is a republican, and has always taken an active part in assisting his party and its candidates. He has held the office of master in chancery of the United States circuit court since his appointment in 1890. He served for years in the national guards of Nevada and Washington, retiring from the latter with the rank of lieutenant-colonel and chief signal officer.

He is an officer or director in many corporations that are active in the development of the Inland Empire. Amateur athletics are very interesting to him, and he is a member of the principal organizations having the athletic, social, and educational growth and welfare of Spokane at heart.

Mr. Wakefield married, June 10, 1896, Louise Ammann, the daughter of Arnold and Caroline Ammann, formerly of Springfield, Illinois. Their children are Louise, Channing, Helen, Newton, and William.



Wm. F. Simble.

WILLIAM PITT TRIMBLE, of Seattle, was born in Cynthiana, Harrison County, Kentucky, February 2, 1865, son of William Wallace and Mary (Barlow) Trimble. His father was a leading lawyer in Harrison County, Kentucky, removing with his family to the city of Covington, in the same state, in 1872. The Trimble family in this line was of English origin, becoming established in Virginia in 1735 and removing to Kentucky in 1781. The grandfather of William Pitt Trimble was John Trimble, a justice of the supreme and appellate courts of Kentucky, whose brother, Robert, was one of the justices of the United States supreme court.

William Pitt Trimble received his early education in the public schools of Kentucky and of Cincinnati, Ohio, took the collegiate course of the Cincinnati University, and then pursued professional studies in the Cincinnati Law School. He also attended for a time the L'Ecole Alsacienne in Paris.

Mr. Trimble removed to Seattle, Washington, in February, 1895, and has since resided there, occupying a prominent position as a citizen. He is a trustee and officer in the Seattle Lighting Company, the Washington Securities Company, the Arctic Construction Company, and a number of other large financial institutions of the city. Taking an active interest in public affairs, his name was proposed for the candidacy for the mayoralty of Seattle on the republican ticket in 1908, but he did not receive the nomination. He is a member of the University, Rainier, Arctic, Golf and Country, Athletic, and Firloch clubs, of Seattle, and is a parishioner of St. Mark's Episcopal Church.

He married, November 15, 1897, Cannie Ford, daughter of Frank Ford, of Covington, Kentucky. Their children

are Ford Trimble, born 1898; Mary B. Trimble, born 1900; William P. Trimble, born 1902; Augusta Trimble, born 1904, and Laurence Webb Trimble, born 1906.

THOMAS HURLEY BRENTS, of Walla Walla, one of the most distinguished lawyers and legislators of the Pacific northwest, was born in Florence, Pike County, Illinois, December 24, 1840, son of James Deal and Narcissa (Lucas) Brents, the former a native of Cumberland County, Kentucky, and the latter of Dickson County, Tennessee. The father's parents were born in Virginia, where they were pioneers.

The original spelling of the surname is a question of some uncertainty, which has been variously discussed by representatives of the two branches of the family in the United States. According to those who adhere to the form Brent, the *s* was arbitrarily affixed to the original cognomen. On the other hand it is claimed that the family descends from Teutonic ancestors, who, before coming to Britain from continental Europe, wrote the surname Brentz (as was done, for example, by John Brentz, the noted coadjutor of Luther in the Reformation), that the ancient style became anglicized to Brents, and that Brent is a still later modernization. This whole matter involves, however, little more than conjecture on either side.

The first of the name in America is supposed to have come with Lord Baltimore (the founder of Maryland), one of whose daughters he afterward married. The family has always been prolific and is distinguished by its large representation in the professions, especially that of the law, many of its members being well known in the middle and western states, as is Judge Brents in the northwest.



Thos. G. Brents.

His father, James Deal Brents, one of eleven children, was left an orphan at a very early age and came with his brothers and sisters to Sangamon County, Illinois, where they were pioneer settlers, encountering the rigors and hardships of the frontier entirely upon their own resources. They planted and raised the second crop of corn in the Sangamon valley. All the brothers were active and prominent participants in the early Indian wars. James D., though without school advantages, acquired by his own efforts a comprehensive education, and, possessing a sterling character and marked intellectual ability, became a man of influence. In 1828 he married Narcissa Lucas, who when a child was brought to Sangamon County, Illinois, by her parents. Removing in 1832 to Pike County, Illinois, he resided there for the next twenty years, taking a leading part in public affairs. He was sheriff and justice of the peace, was an attorney (although not active in practice), and was intimately associated with Abraham Lincoln. In the Black Hawk War he served as captain. He also commanded a company of militia that assisted in the expulsion of the Mormons from Nauvoo and other places in Illinois and Missouri—a measure provoked by the general dissatisfaction with those fanatical people, who, under the tutelage of their founder and prophet, Joseph Smith, were accustomed to appropriate anything they needed on the principle that all belonged to the Lord, and, as they were the Lord's chosen, they had the best right.

In April, 1852, James D. Brents with his family took the long and tedious trail across the continent to Oregon—a migration made chiefly because of his precarious health, for which he hoped to find restoration in the climate of the Pacific coast. To shorten the journey as much as possible

he went by way of St. Louis, meeting the emigrant train at St. Joseph. From there they followed practically the course of the Missouri River to Council Bluffs, crossing at the present site of Omaha, which then was only a small Indian village, and indeed the territory of Nebraska had not yet been erected. Upon reaching the Platte River beyond Omaha a severe epidemic of Asiatic cholera broke out, one-third of the party dying from its ravages, while other emigrant trains infected with the disease suffered even greater loss of life. It happened that James D. Brents, although a temperance man and devout Baptist, had brought with him a large jug of brandy, believing, with many others in those times, that liquors possessed medicinal virtues, and wishing to be prepared for emergencies. During the cholera scourge this brandy, burned and administered with loaf sugar, was the only medicine obtainable, and what it did for the alleviation of the terrible suffering will never be forgotten by the survivors.

While ascending the Platte River a herd of buffaloes stampeded their ox-teams, one of which got mired in a quicksand and was extricated only with great difficulty. Their train arrived at Independence Rock on the Sweetwater July 4, and about a week later crossed the great continental divide at what was then called the South Pass into old Oregon Territory, which had been organized less than four years and comprised all that part of the United States north of the forty-second parallel and west of the Rocky Mountains, at present embodying the states of Oregon, Washington, and Idaho, with the western portions of Montana and Wyoming. The first camp of the party in the territory was at Pacific Springs, then in Clackamas County, Oregon, but now in the state of Wyoming.

Thomas Hurley Brents was at the time of the migration eleven years old. He remembers seeing in the Grande Ronde valley "Cut-Mouth John," an Indian so named for a wound he received while assisting the whites in the capture of the perpetrators of the Whitman Massacre. Near the foot of the Blue Mountains, some twelve or fifteen miles from the present town of Pendleton, the boy exchanged with the Indians a steer that had given out and was unable to reach camp for a mess of potatoes—small ones and not very many,—which were the first eaten by the family since leaving Missouri.

When they came to John Day River the snow had begun to fall on the Cascade Mountains and the teams were so greatly weakened by the long and arduous journey that it was decided not to go by the old Barlow route but to send the family with the wagons and other belongings in charge of young Thomas on a flatboat from the Dalles to the mouth of the Sandy River, while his father and younger brother were to drive the cattle to the same destination over the rough and narrow trail along the river banks. After a fortnight's delay, arrangement was made with the "captain" of a small scow for transportation to the Cascades, where there was another wait of a few days, and then the voyage was completed on a leaky flatboat, young Brents assisting to keep it afloat, and incidentally paying his passage, by bailing. On the way he bought some more potatoes at the price of ten dollars a bushel, spot cash, which were greatly relished by the family. Upon reaching the mouth of the Sandy River he started to look for his father and brother, who, as it proved, had arrived several days before and were camped about a mile from where the boat landed. Following a very crooked road through a dense forest infested with wild animals, he was overtaken by darkness,

became bewildered, and, attempting to return, spent most of the night wandering in the woods. While thus stumbling about he was much affrighted by noises that he took to be the growlings of a bear, but, as ascertained the next day, were the dying groans of a cayuse horse. The end of the journey was reached on the 15th of October, 1852, six months and ten days from the time of setting out.

The father took up a donation claim in the Willamette valley of Oregon. Owing to the great difficulty of getting provisions and the necessities of life he called the country "Hardscrabble" and the postoffice (which he established) "Needy"—names that are still in use there. Wheat and potatoes sold for five dollars a bushel and were hard to obtain. The wheat was usually boiled and then eaten whole, and the potatoes were too valuable to admit of any waste for seed, only the eyes, carefully cut out, being devoted to that purpose. Dried peaches and beans from Chili were procured in Portland and Oregon City at fifty to seventy-five cents a pound. All other foodstuffs were proportionately dear. But there was abundance of venison, grouse, pheasants, and other wild game, to be had only for the killing and dressing. From the door of the settler's cabin, deer could be seen grazing in the swales almost any day, especially in the early morning. In hunting that animal it was a favorite practice of the frontiersman to shine his eyes at night with a pitchwood torch, causing them to look like balls of fire and so blinding the quarry that it was easy to approach from leeward to convenient shooting distance. Young Brents's second deer was thus killed at a place near Oregon City, while he was attending school there. It was, however, a rather risky method, as domestic animals were sometimes shot by mistake.

During his school days in Oregon City he paid his way by packing flour in the old gristmill of the celebrated Dr. John McLoughlin, working from six to ten o'clock each evening and frequently having full charge of the mill, though only fifteen years old. That was in the winter of 1855-6. He knew the doctor very well and had great admiration for him. In the pursuit of an education the lad took advantage of all available opportunities after arriving in Oregon. For two winters he went to the nearest country school, walking over three miles, through mud and snow at times; and he attended the Baptist College in Oregon City two winters, the Portland Academy one fall, and the McMinnville College about a year.

The father, who had come to the coast largely on account of his health, died on the 28th of March, 1858. In Oregon, as in Illinois, he was a man respected, useful, and prominent. At the time of his death he was serving his second term as county commissioner of Clackamas County. He and his wife were members of the Baptist Church and consistent Christian people. His loss was followed within two years by the deaths of Thomas's younger brother, James Robert, and the two sisters next older than himself, Rebecca and Adeline—all victims of tuberculosis. Thomas and his eldest sister, Sarah, then the wife of Henry Ingalls, had contracted the same disease in an incipient stage, and, hoping for relief with a change of climate, they removed to the Klickitat valley, arriving March 1, 1860. Mrs. Ingalls went back the following June to the Willamette valley, where she died in the spring of 1863.

In May, 1860, he crossed the Cascade Mountains on horseback over the old emigrant road to visit his mother, who had married for her second husband Luke Mulkey and was

living near Monmouth in Polk County. Returning early in the fall to the Klickitat valley, he joined with five others in taking a drove of seven hundred cattle to the Yakima valley to be wintered and driven the next spring to the mines of British Columbia. Two snug little cabins were built about eight miles apart as quarters for the herders, the cattle ranging between them. Soon after their completion his companions were summoned to attend court at the Dalles, Oregon, over a hundred miles away, leaving him the sole occupant of one of the cabins with twenty-six horses in his charge and that end of the cattle range to guard. Snow fell on the Simcoe Mountains, and the absentees could not get back until February. During the long and lonely evenings he spent much time reading law by fire light, having begun that study the previous November. It was while there that he heard the news of Lincoln's election to the presidency. Upon the return of his comrades the cattle were divided and he was given exclusive care of two hundred head, which he herded without assistance from about the 5th of February until the 19th of March, sleeping on the ground wherever night fell, without shelter and often without fire, in all kinds of winter weather for that latitude. Immediately after the delivery of the cattle in British Columbia he and two others of the party started back with five or six pack-horses and only enough provisions for the trip. On the way their horses wandered off or were stampeded by Indians, and could not be recovered for several days. In consequence of this delay the stock of provisions was exhausted. They were obliged to subsist on very short rations part of the time and were entirely destitute of food for three whole days. Early on the morning of the last day of their fast, Chief Moses and about a dozen of his warriors

rode into their camp, a short distance south of the divide between the Wenatchee and Kittitas valleys, and, assuming a warlike attitude, demanded pay for the grass their horses had eaten, claiming that it belonged to the Indians. The three young men realized that this was only a pretext to test their courage, and, remembering that the same savages had attacked and killed a small party of whites about twenty miles from that locality the previous fall, they instantly drew their revolvers, covered as many of their opponents (Brents having the "drop" on Moses himself), and commanded them to "hyack klatawa"—leave in a hurry. The chief had no relish for an encounter in such conditions, and, expressing his disgust with a loud grunt, wheeled his horse and sped away, followed by his party. It is needless to add that the cowboys likewise lost no time in quitting the spot. They proceeded on their journey with all possible expedition, and toward midnight reached the cabin of old Mortimer Thorp, the only settler with a family nearer than the Klickitat valley, about a hundred miles farther on. There they obtained some flour and meat, ate as much as they dared in their famished condition without waiting to cook it, and, wrapping their blankets around them, slept until morning before fully satisfying their hunger.

Returning to the Willamette valley, he found the people greatly aroused over the secession movement of the southern states and the proposal in some quarters for the formation of a separate Pacific republic. Meetings were held to discuss the grave questions of the times. Many of these were addressed by young Brents (then in his twenty-first year), in support of the administration of President Lincoln and advocacy of the Union cause.

In the fall of 1861, with Henry and William Hall (now prominent citizens of Grant County, Oregon) and George Byers, he went to the Walla Walla valley, taking one hundred head of milk cows for the purpose of establishing a dairy. Having but little money, he hauled, with an ox-team, cordwood and lumber from the Walla Walla River and the Blue Mountains into the town of Walla Walla, while one of his comrades served as cook in a hotel. At that place he celebrated his twenty-first birthday, in honor of which the party feasted on stewed prairie-chicken with dumplings and roasted squash. Between Christmas and New Year the weather turned intensely cold (the thermometer touching thirty-five degrees below zero), and it so continued until the coming of the Chinook winds about the middle of March. Snow fell throughout the valley to a depth of three feet, becoming so crusted that a man could walk on it, and remained in that condition more than two months; while in the mountains the fall was ten to twelve feet. Cattle perished by thousands, scarcely any surviving. Of those brought by Brents, the Halls, and Byers, only two were alive at the end of the cold spell. Soon after the storm began they had slaughtered one of the animals, which, with a sack of middlings, furnished them one meal of porridge a day; and, with the exception of a black-tailed deer shot by Mr. Brents, they had no other food during the winter. They lived in a small unfurnished box house of inch lumber, unbattened, without floor, door, or chimney, and but partly covered. The fire was built on the frozen ground and the smoke easily found an outlet through the uncovered space above.

On the 12th of April, 1862, having invested the proceeds of the sale of the two surviving cows, with their other money,

in provisions and supplies, Mr. Brents and the Hall brothers started for the Powder River mines, each leading a pack-horse laden with mining tools, self-raising flour, bacon, beans, and sun-dried apples. Byers returned to the Willamette valley, where he spent the remainder of his life. On the way to the mines they were joined by three other gold-seekers, similarly equipped. Choosing the old Birch Creek trail, southwestwardly from the present town of Pendleton, Oregon, as the most feasible route across the Blue Mountains, they found it still obstructed by snow from three to ten feet deep, slowly melting and generally too soft to bear the weight of the horses with their loads. To afford passage, a trail, ten feet deep, was dug through the snow for some fifteen miles, and thus they came to the headwaters of a branch of the Grande Ronde River, from which the inflow of water from the melting snow had removed the ice. Down the bed of this stream they waded, with their horses, about eight miles, when it became so deep that they had to resume the former proceedings, digging through snow four to six feet deep a further distance of ten miles before reaching the main river. On account of its swollen condition they were unable to effect a crossing, and, following the downward course, the route lay over a succession of precipitous ridges. In making one of the descents a horse whose load was a little more top-heavy than the rest turned a somersault and rolled to the bottom, without, however, suffering injury. They finally arrived at the old immigrant road, where a thrifty New Englander had improvised a ferry and set them across, one at a time, for two dollars apiece. From that point the trail was through soft, melting snow about two feet deep, underlaid with miry ground, to the famous Grande Ronde valley—a distance of ten miles. On the way, toward

nightfall, young Brents became so exhausted that he repeatedly staggered and fell, and the progress of the party was thus seriously impeded. At his urgent request his companions, realizing that, handicapped as they were, with famishing horses on their hands, they could render him no assistance, reluctantly left him to his own resources and, continuing the journey, made camp just before dark on the site of the present La Grande. With undiminished fortitude and courage he struggled on alone and reached camp about ten o'clock that night.

All the streams were flooded by the melting snows, and the Grande Ronde valley was a great lake. In the latter part of May they reached Auburn (so called from the color of the ground on which it was located), a small mining town that had sprung up in a night about four or five miles south of the present Baker City. Immediately afterward Mr. Brents and Henry Hall went to Swift's Station, a trading post near what is now Pendleton, for a new supply of provisions. While there he cast his first vote for Addison C. Gibbs for governor, John R. McBride for member of congress, and the other Union-republican candidates. Upon their return to Auburn the party proceeded to the head of Burnt River and thence across the Blue Mountains to a tributary of John Day River, which they named Canyon Creek. Arriving among the earliest discoverers on the 18th of June, 1862, they built the first cabin in Canyon City, where they located their mining claims. A few days later Mr. Brents and one of his comrades established a weekly pony express between the new settlement and the Dalles, a distance, as the route then lay, of some two hundred and twenty-five miles.

In this venture each of the partners rode as messenger for a year. They charged expressage of fifty cents apiece

on letters and three per cent on treasure, and delivered newspapers at fifty cents a copy. Yet the business was more hazardous than profitable. Hostile Indians infested the mountains, and soon after the rush to the newly discovered mines set in, desperate highwaymen had to be reckoned with along the part of the route nearer to civilization. There were many thrilling experiences and some narrow escapes. On one occasion, before many way stations had been located, where a change of horses could be made, young Brents came just at nightfall to a stream which was overflowing its banks, and, fearing to attempt to swim it with a tired horse in the dark, rode to seek hospitality for the night at a bright camp-fire which he saw not far away. Approaching the spot, he recognized the campers as Berry Way, a notorious outlaw recently escaped from the California penitentiary, his wife, and Jim Partin, another desperado. His presence of mind instantly warned him of the folly of retreat, and, riding boldly to the side of the fire opposite to where their blankets were spread, he dismounted, carelessly tossed on the ground his cantinas filled with gold dust, and unsaddled and picketed his horse. In the conversation that ensued his entertainers asked him whether he carried much treasure. He replied that he usually did (a fact that it would have been foolish to deny), but was only going down a few miles to meet the incoming express and had with him in his cantinas nothing but some small irons for Lockwood's pack train, which was then, as they knew, but a short distance farther on. Presently all betook themselves to their blankets, ostensibly for slumber, but in such a situation rest was quite out of the question for the expressman. Placing his blankets so he could observe every movement of the others, and without touching his cantinas, he lay with one eye open and his

cocked revolver in hand. Evidently his nonchalance misled the outlaws, for the next morning they suffered him to go his way without molestation. Soon after crossing the stream he met a sheriff's posse in quest of Berry Way and his companions for the robbery and murder of a man named Gallagher, whose body they had concealed a few days before under a juniper tree some distance from the trail. Upon learning the whereabouts of the villains the posse hastened its pursuit, arresting them the same day and lodging them in the log jail. They promptly escaped, but Berry was recaptured in the Boise River mines (now in Idaho) and re-escorted to the same prison. That night the vigilantes battered down the door, took him up on the hill, and hanged him without additional ceremony.

On a subsequent downward trip one evening in June, 1863, while changing horses at the midway station on Bridge Creek, Mr. Brents was informed by the man in charge that Jim Romaine and three other notorious desperadoes had passed about an hour before and made particular inquiry as to the time when the express would be along. Knowing the character of the men, and that they had recently been driven out of Canyon City by the vigilantes, he perfectly understood what would be his fate if he fell into their hands, but proceeded on his way as usual. As he was passing through "the Potato Patch" about ten o'clock he heard hoof-beats behind him, and, looking back, plainly saw in the bright moonlight the four highwaymen on horseback coming over the hills but a short distance away. Pressing rapidly forward, he crossed a small stream bordered by a thick growth of birch, alder, and willows, suddenly left the trail, rode behind a clump of brush, dismounted, and, seizing the bridle-bit on either side, shook it vigorously to prevent his

horse from neighing. Some time after his pursuers had passed he followed, riding slowly and cautiously until the setting of the moon an hour later, when he saw the light of their campfire and made a detour, presently resuming the trail at a safe distance ahead. He reached the Dalles the next morning, having ridden one hundred and twelve miles in ten hours, with only three changes. In the afternoon he met on the street Romaine, who had just arrived. The latter expressed surprise at seeing him, asked how long he had been in town, and remarked that, as for himself, the previous night had been so dark after the moon set that he could not follow the trail until daylight. Later in the same year these men perpetrated the brutal and diabolical robbery and murder of Magruder and his companions on their return from Helena, were captured in San Francisco by Hill Beachy, and, being brought back to Lewiston, were tried, convicted, and executed, one of them shouting to the hangman from the gallows, "Sail your d——d boat. It is only a mudscow, anyhow."

Upon retiring from the express business he was appointed by President Lincoln the first postmaster at Canyon City, and shortly afterward he was commissioned a justice of the peace. The three years and more of active outdoor life, sleeping in the open air summer and winter, had eradicated the tuberculosis taint from his system, but, having inherited a weak constitution, his general health for many years was somewhat delicate.

While serving as justice of the peace, when not quite twenty-three, a fight occurred between a Union man and a secessionist across the street from his office in the back yard of John Hennesey's saloon. A number of persons started to interfere but were prevented by the notorious Bill

Hearst, who drew his gun and declared he would shoot the first man offering to stop the proceedings. The deputy-marshal was notified, but declined to take action. "I'll arrest him," said Brents, and, putting a pistol under his arm beneath his coat, he jumped the inclosure at a place where a load of wood had been thrown over it. As he did so someone said, "Don't go in there, or Bill Hearst will shoot you," meantime seizing him by the arm, which caused the weapon to fall into the woodpile. Without stopping to hunt for it in the dark, he went ahead and advanced to the place where the disturbance was in progress; whereupon Hearst pointed his pistol, loaded and cocked, directly at his breast. Looking the man steadily in the eye, Brents stood for a moment, and then, slowly reaching out his hand, laid it on the other's shoulder and said with a firm and imperious voice, "Bill, put that up. You are my prisoner." The latter replied, "All right. I didn't know it was you. No other man on earth could arrest me." Hearst killed several men before he found his match and suffered the same fate.

In 1864 he voted for Lincoln for president. At that time the Confederate sympathizers in Canyon City greatly outnumbered the Union men. Most of the former were members of the Kuklux Klan, while many of the latter belonged to a branch of the Union League, of which Mr. Brents was president. At the 1864 election the Kuklux leader, Ike Hare, was challenged by a Unionist named Hill. Hare quickly drew his revolver, cocked it, and aimed it at Hill, who as quickly thrust his hand under the hammer, grasping the weapon firmly, and instantly drew his own and pointed it at Hare. Another "reb" named Dallas leveled a gun at Hill, while another Unionist covered Dallas. All

the bystanders except Brents ran away. After some parleying the matter was adjusted without any shooting. "I knew you were heeled," remarked Hill to Brents, "and would stand by me till hell froze over." Brents replied, "I intended to stand by you, but I was not heeled." "Then," said Hill, "why didn't you get out of danger? What did you expect to do?" "I expected," retorted Brents, "as soon as Dallas was killed to get his pistol and take a hand."

In 1863-4 he and the Hall brothers conducted a bakery and provision store in Canyon City, and in 1864-6 he was a partner in the general merchandise establishment of Brents, Castle, and Company, in the same place, besides being largely interested in several mining enterprises. Upon the organization of Grant County in 1864, with Canyon City as the county seat, he was appointed county clerk by Governor Gibbs, and that office he held until after the general election two years later.

The death of his mother on September 17, 1865, left him the sole survivor of the paternal family and the only person bearing the family name on the Pacific coast. He was a delegate to the Union-republican convention of Oregon in 1866, and both in the committee-room and on the floor aided materially in making the party platform. The same year he was elected a member of the legislature from Grant County, and in that body he had the honor of supporting, by voice and vote, the fourteenth amendment to the national constitution.

During a period of six years Mr. Brents had devoted all his spare time, under the most adverse and discouraging conditions, to the study of the law, and in September, 1866, he was rewarded by admission to the bar of the supreme court of Oregon. Soon afterward he started to make a

trip to the Sandwich Islands, primarily for the benefit of his health, but upon arriving in San Francisco changed his purpose and located there, engaging in legal practice. In that connection he was admitted by the supreme court of California in January, 1867, and by the United States district and circuit courts for the northern district of California a year or so later. While residing in San Francisco, he married.

With his family (then consisting of his wife and an infant son) he removed to Walla Walla, Washington, in 1870, arriving September 18, and he has ever since been a citizen of that community, where all his other children, four boys and four girls, were born. For several years after coming to Walla Walla he attended the sessions of all the courts of record of eastern Washington, and those held at Pendleton, La Grande, and the Dalles in eastern Oregon, enjoying a very extensive and remunerative practice. He was admitted as a practitioner before the supreme court of Washington soon after locating there, before the United States district and circuit courts for the district of Washington in 1890, and before the United States supreme court on January 15, 1880.

In 1871-2 he served as city attorney of Walla Walla. Receiving in the fall of 1872 the republican nomination for the legislature from Walla Walla County (then embracing the present counties of Columbia, Garfield, and Asotin), he ran far ahead of the rest of the ticket, but was defeated, as the county was in those days overwhelmingly democratic. In 1874 he presided over the republican territorial convention at Vancouver, which nominated Hon. Orange Jacobs for delegate in congress, and took an active part in the campaign that resulted in the latter's election. Two years later he was given the solid support of the delegates from eastern

Washington for the same office, but failed to secure the nomination; but in 1878 was nominated, running against Hon. N. T. Caton, democrat, and elected. He was successively renominated in 1880 and 1882 and reelected, each time by a greatly increased majority, being opposed by Hon. Thomas Burke, democrat.

Mr. Brents was one of the most active, energetic, industrious, and successful representatives in congress that Washington ever had. An efficient member of the committees on public lands and post-offices and post-roads, he assisted materially in shaping all the legislation that emanated from those committees; and he was instrumental in securing a great deal of congressional and departmental action of special benefit to the people he represented. Through his efforts appropriations were obtained for improving the navigation of the Cowlitz, Chehalis, Skagit, Nooksack, Stillaguamish, Snohomish, Snoqualmie, and Duwamish rivers—the first made by congress for any waters wholly within the territory of Washington. It was at his instance that the acts of congress were passed establishing the light-houses at Sandy Point, Robinson Point, and Gray's Harbor and on Destruction Island, and for constructing the custom house at Port Townsend. By an amendment to one of the Indian appropriation bills, offered by him, over three million acres of lands included in the Colville Indian reservation were thrown open to settlement; and by others (of which he was the author), to the sundry civil service bill, Seattle and Tacoma were created subports of entry. The following is an illustration of his persistence and indefatigability. Three weeks before offering the amendments in favor of Seattle and Tacoma, he had fallen on the icy pavement and dislocated an ankle, breaking the exterior bone

of the leg and detaching the tendons of the heel. When the bill came up for consideration he appeared on the floor of the house on crutches, his broken limb being still encased in plaster of Paris, and proposed the amendments. "Sunset" Cox, who had the bill in charge, reserved a point of order, which, after an explanation by Mr. Brents, he withdrew with the remark: "I cannot fight a man on crutches. I hope the amendment of the gentleman from Washington will pass."

As a delegate to the republican national convention held in Chicago in June, 1880, and a member of its platform committee, he had a leading part in procuring the incorporation of the Chinese restriction plank; and in congress he urged the passage of the original Chinese exclusion act. During the Chicago convention referred to he cast the vote of Washington on thirty-five roll-calls for James G. Blaine for the presidential nomination, and when Mr. Blaine's name was withdrawn cast it for General Garfield, who was nominated and elected. At the resulting inauguration in March, 1885, he sat near the new president and saw him, when about to take the oath, turn aside and imprint a filial kiss upon the lips of his aged mother.

He successfully opposed on the floor of the house of representatives the adoption of a resolution by the committee on territories that no bill for the admission of a new state should be considered until it was shown by a federal census that the population of the commonwealth seeking admission was equal to the ratio of representation in that body; and afterward he induced the same committee, as well as the like one of the senate, to report favorably his bill for admitting the state of Washington, thus paving the way for the consummation of that momentous event at a later session. His arguments before those committees and his speech in the

house upon the admission bill not only contained information as to the resources of Washington most surprising to the members from the older states and most convincing in favor of its passage, but won for him many compliments as an effective and eloquent public speaker.

After his retirement from congress in 1885 he formed a law partnership with Thomas J. Anders and Wellington Clark. Mr. Anders was elected one of the first justices of the state supreme court in 1889, and then withdrew from the firm. During these and subsequent years Mr. Brents actively participated in every political campaign, making speeches in all parts of the territory and state in favor of the republican candidates, and, owing to his great popularity and forensic attainments, wielded a potent influence upon the electors.

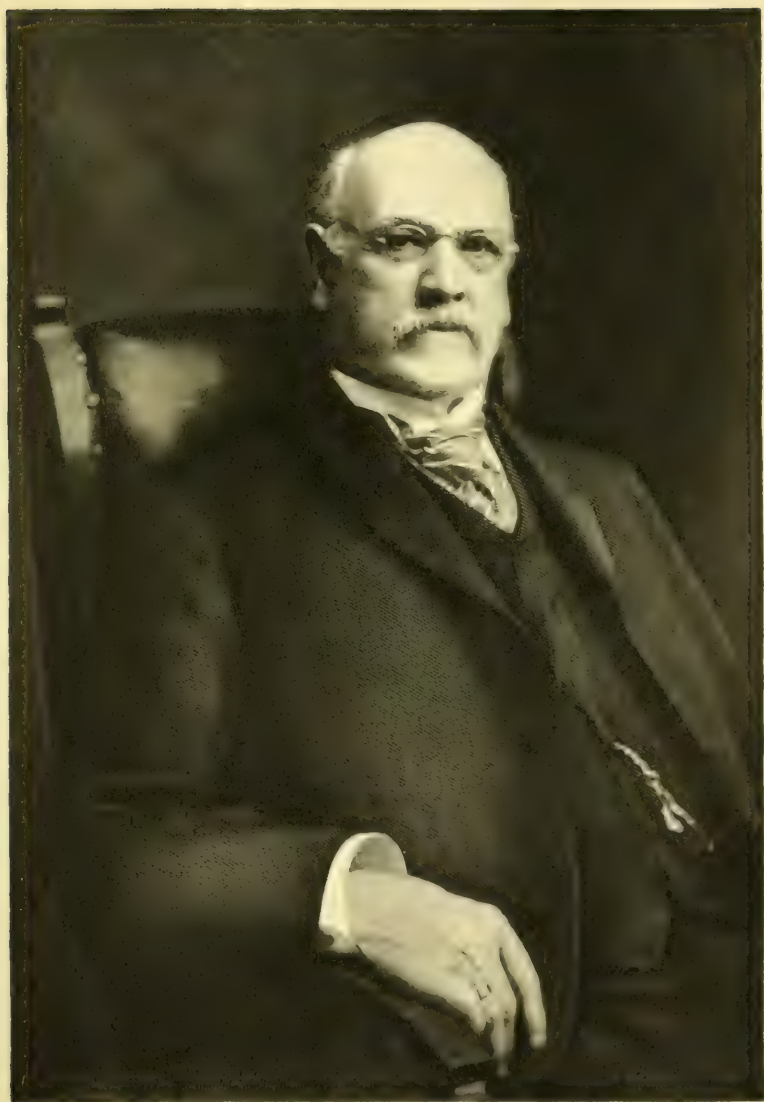
In 1896 he was nominated as the republican candidate for judge of the superior court for Walla Walla County, and, with only two other republicans in the state, was elected to that bench, the democratic and populist fusion practically sweeping every district and county. He was reelected in 1900, 1904, and 1908, his present term running to January 1, 1913.

Judge Brents has spent more than fifty years of his life in the study, practice, and administration of the law, and is generally regarded as one of the ablest lawyers and jurists in the state of Washington. As a citizen, in the respects of character and influence, he occupies a foremost position; and there is probably no survivor of the old pioneer times who is more widely known and esteemed. His arrival in the territory (late in September, 1852) dates back to the days when it was still a portion of Oregon. He became a member of the Washington Pioneer Association on the

20th of March, 1889, and for a very much longer period he has been a member of the Oregon Pioneers and Oregon Historical Society.

It may be remarked that Judge Brents was not only himself a pioneer, but descends from a race of pioneers. His ancestors were pioneers in the settlement of Britain by the Angles, Jutes, and Saxons, in the settlement of America by the English, in the settlement of Kentucky and Tennessee, in the settlement of Illinois and Missouri, and in the settlement of Oregon.

Thomas Hurley Brents married, in Clackamas County, Oregon, August 10, 1868, Miss Isabel McCown, whom he had known since their arrival there nearly sixteen years before; she was born near Kansas City, Missouri, August 10, 1844, daughter of William and Martha (Best) McCown, both of whom were natives of Virginia. Children of Judge and Mrs. Brents: 1. Herman McCown Brents, born in San Francisco May 31, 1869, died August 25, 1888. 2. Howard McCown Brents, born in Walla Walla September 12, 1871, died September 15, 1872. 3. Mildred McCown Brents, born in Walla Walla January 3, 1873, died May 17, 1873. 4. Norman McCown Brents, born in Walla Walla May 1, 1874, died October 25, 1880. 5. Myrtle Isabel Brents, born in Walla Walla June 21, 1876; married, July 30, 1902, William Lee Stirling, their children being Thomas Brents Stirling, born March 30, 1904, and Marjorie Lee Stirling, born December 13, 1909. 6. Selden McCown Brents, born in Walla Walla April 22, 1878, died September 28, 1878. 7. Mabelle Brents, born in Walla Walla December 15, 1880; married, June 5, 1907, John Roseveare Robb, their children being Bamford Brents Robb, born February 21, 1909, and John Roseveare Robb, born April 8, 1910. 8. Helen Dorothy



Ronald C. Crawford



Brents, born in Walla Walla February 18, 1885; married, January 15, 1907, Robert MacArthur Ankeny (youngest son of ex-United States Senator Levi Ankeny), their children being Helen Ankeny, born June 15, 1908, and Lewis Hurley Ankeny, born February 17, 1910. 9. Thomas Hurley Brents, born in Walla Walla March 19, 1888, died July 21, 1888.

RONALD C. CRAWFORD, of Seattle, was a pioneer of '47 in Oregon, had an adventurous, enterprising, and useful career there and throughout the coast country generally, and finally became resident with his family in Washington. He is one of the very oldest survivors of the original settlement era. The Crawford family in his line is of Scotch-Irish ancestry, tracing its descent in this country from James Crawford, who, with his wife, Mary Wilken, settled in the colony of New York in 1718.

Ronald C. Crawford was born in New York State and lived there until his twentieth year, when, in 1847, he crossed the continent with his brother John to Oregon City, Oregon (another brother, the noted Captain Medorem Crawford, having been a pioneer of 1842). Ronald C. Crawford had served an apprenticeship to the carpenter's trade, and after arriving on the coast engaged in contracting and building with John L. Morrison, also a practical carpenter and builder, who crossed in 1842 and for whom Morrison Street in Portland was named. This partnership continued until about 1859, considerable construction work being done in both Oregon City and Portland. For some time during his early career in Oregon Mr. Crawford followed prospecting and mining in the southern part of the territory; and in 1849 he made the journey on horseback to California and mined on Feather River and American River, with headquarters

at Sutter's Fort (now Sacramento). After obtaining as much gold as he could conveniently carry, he returned to Oregon by sea and resumed his building operations, but gave up that business to take part in the rush to the Oro Fino gold fields in Idaho. He next took up a claim on the Pataha Creek, a small stream some fifty miles east of Walla Walla, where in 1861 he was joined by his family, and during the summer of 1862 he hauled rails from the Blue Mountains and fenced the property. In the spring of the following year, owing to an Indian uprising and the insecurity of that sparsely settled country, he removed with the family to Walla Walla, where he embarked in contracting and building, also doing a freighting business between Walla Walla and Wallula.

Upon the appointment of his brother, Captain Medorem Crawford, as internal revenue collector for Oregon, he became deputy collector for the central portion of the district (1865), residing for one year in Oregon City and then for three years in Salem. When his term of office expired, in 1869, he went to Olympia, Washington, and engaged in furniture manufacturing with a factory in Tumwater and salesrooms in Tumwater and Olympia. As the result of a protracted illness he was obliged to abandon that business, and in 1874 established himself on a homestead in Lewis County, Washington. He represented the county in the legislature of 1875. In 1876 he was appointed superintendent of the United States Penitentiary on McNeil's Island, continuing there eighteen months, when he came to live in Seattle. Of that city he has since been a resident, except for a period of about two years spent on a farm in Lewis County. Mr. Crawford is one of the oldest and most respected Seattle citizens. At the age of eighty-three he



S. L. Crawford

is still active, giving his attention to the brokerage business. It is supposed that he is the only surviving member of the first Masonic lodge on the Pacific coast, which was organized in Oregon City, Oregon, in 1851. He is an honorary member of St. John's Lodge No. 9, of Seattle.

Mr. Crawford married, in Oregon, Elizabeth Jane Moore, daughter of James M. Moore, a pioneer of '47 from Peoria, Illinois, and granddaughter of Robert Moore, a pioneer of '40, also from Peoria. Robert Moore located a donation claim on the west side of the Willamette River at the falls, and both he and Captain Medorem Crawford (above referred to) were members of the provisional government organized at Champoege in 1843. He served as chairman of the committee on resolutions which drafted the organic law for the provisional government. His son, James M. Moore (father of Mrs. Ronald C. Crawford), succeeded to his interests in the land claim at Linn City, and continued in Oregon until his death. To Ronald C. and Elizabeth Jane (Moore) Crawford seven children were born, of whom five now survive.

SAMUEL LEROY CRAWFORD, of Seattle, son of Ronald C. and Elizabeth Jane (Moore) Crawford, was born in Clackamas County, Oregon, June 22, 1855. He received his early education in Walla Walla, Oregon City, and Salem. While living in Salem he was employed during vacations, working for a time in the grocery store of Cox and Earheart and afterward in the office of the Western Union Telegraph Company and the Wells-Fargo Express. Following the family to Olympia, Washington, in the fall of 1869, he continued his studies there. In September, 1871, he entered the office of the *Washington*

Standard to learn the printer's trade, and in that establishment continued four years, when he was elected assistant-clerk of the Washington territorial house of representatives. During the session of 1875 an excursion was made to Seattle (then not more than half the size of Olympia) by the members and officers of the legislature, and young Crawford was so impressed with the advantages of the place that he decided to make it his home at the first opportunity. In the winter of 1875 he was employed on the public printing, and the next spring he went to work for Francis H. Cook, publisher of the *Olympia Daily Echo*, continuing until the 24th of June, when he removed to Seattle to take charge of the press of the *Daily Intelligencer*, which had been started June 1. With that journal and its successor, the *Post-Intelligencer*, he remained, occupying every position from pressman to one-half owner, till October 30, 1888, and then, retiring from newspaper work, embarked in the real estate business with Charles T. Conover (who also had been a *Post-Intelligencer* employe) under the firm style of Crawford and Conover. This association has endured uninterruptedly to the present time. From the beginning the two partners, having every advantage of long residence and extensive acquaintance in Seattle, enjoyed substantial success. The motto adopted by the firm upon its formation was, "References, every bank and business man in Seattle," and this is still retained on its stationery. The capital stock and surplus now amount to one million, six hundred thousand dollars. Samuel Leroy Crawford is president, Charles T. Conover vice-president and treasurer, and Clayton Crawford secretary. An accessory company is Crawford, Conover, and Fiskens, in the fire insurance business, Messrs. Crawford,

Conover, and A. K. Fiskén having equal interests and Mr. Fiskén being manager.

Mr. Crawford is president of the Girls' Home and Training School Society. He is a member of the Chamber of Commerce, the Rainier, Seattle Athletic, Arctic, Golf and Country, and Firloch clubs, the Elks, and the Washington State Art Association. In 1910 he was elected a member of the Loyal Legion of the United States, representing his uncle, Le Roy Crawford, captain of the United States army, who, from 1861 to 1864 inclusive, served between the Missouri River and Walla Walla, his duties being to protect the emigrants from the Indians and escort them safely across the continent.

He married Clara M. Clayton, daughter of Dr. M. F. Clayton, of Sacramento, California. Their son, Clayton Crawford, is associated with his father in business; another son, Wallace W. Crawford, is a cadet in the United States Military Academy at West Point.

WALTER GRAHAM, of Seattle, a pioneer of 1853, was born in Putnam, Washington County, New York, October 12, 1828, son of William and Jane (French) Graham. His father was a native of Scotland, coming to the United States at the age of five, and his mother was of Pennsylvania Dutch stock. Early in 1853 Mr. Graham left Aurora, Illinois, and emigrated across the plains and mountains, with an ox-team, to Oregon, the journey occupying six months. After a short visit to California he came to Puget Sound, traveling up the Cowlitz River to Cowlitz Landing, thence by stage to Olympia, and thence by canoe to Seattle. He worked for a short time in Yesler's mill and timber business, and then went on a farm on the Duwamish River

above Georgetown. This property he traded for the same acreage on Lake Washington. Selling his Lake Washington land for two thousand, five hundred dollars, he removed to Seattle to educate his children. In association with the late Harry A. Bigelow he conducted the first commission house in that place, on Yesler's wharf. He hauled the first coal from the New Castle mines to Lake Washington, the route being to Leschi's Park by scow and by team to Seattle. During the Indian War he served nine months (1855-6) as a volunteer, with the rank of sergeant—his superior officers in that period including Captain Lander, Captain Hewitt, Lieutenant A. A. Denny, and Second Lieutenant Neely.

Mr. Graham married, first, in Seattle, 1856, Eliza A. Mercer, daughter of Thomas Mercer, a well-known pioneer of Seattle; she died in 1860, leaving two children, William T., who resides in Seattle, and George R., who resides in San Jose, California. He married, second, Elizabeth Crommon, who bore him two children—a daughter, Nellie E., who married Thomas Denny and lives in Seattle, and a son, Clayton C., who married Lily Snyder and lives on a farm above Bothwell.

FRANK HINES OSGOOD, of Seattle, was born in Charlestown, New Hampshire, February 2, 1852, son of Soloman P. and Susan N. (Bailey) Osgood. He is descended through both his parents from early New England ancestors. The paternal family was of original English stock and has been established in this country since 1637. Through his paternal grandmother Mr. Osgood is a great-great-grandson of John Bellows, the first settler at Walpole, New Hampshire, for whom the town of Bellows Falls,



F. H. Osgood

on the opposite side of the Connecticut River, was named. His mother's family was of Welsh extraction, becoming resident in Massachusetts in the latter part of the seventeenth century. Salmon P. Chase was a member of the family of Mr. Osgood's maternal grandmother.

He was educated in the village school at Charlestown, New Hampshire, and the New London University of New London, New Hampshire. Removing to Seattle, Washington, in 1883, he soon afterward became actively interested in street railway construction and management, to which the larger part of his energies for the next twenty-three years were destined to be devoted. A franchise having been granted for a street railway in Seattle, he foresaw the ultimate value of such a property, and though without any previous experience in the work took hold energetically and built the road, this being the first street railway in Washington Territory. He was president and general manager of the Seattle Street Railway Company from its organization in 1884, continuing in those capacities upon the organization of the Seattle Electric Railway in 1888. By his enterprise and under his direction the original electric road in Seattle was constructed; this was the first railway operated by electricity west of the Mississippi, and one of the first successfully in the United States, and indeed in the world. In 1890 he built an electric railway in Portland, Oregon, and during the years immediately following contracted for and carried to completion similar undertakings in Tacoma, Bellingham, Port Townsend, Spokane, Fidalgo Island, Victoria, and Vancouver (British Columbia). He also contracted for and built the West Street and North End Electric Railway from Seattle to Ballard (now part of the Seattle company's system), and the Rainier Avenue line from Seattle to Rainier

Beach. The latter line he purchased and extended to Renton largely as his individual enterprise, finally disposing of it to its present owners.

Since retiring from the street railway business in 1907 Mr. Osgood has devoted his attention to his various industrial, timber, and mining properties—gold, silver, and lead, the latter located in Oregon and California — and to other corporate interests in Seattle and elsewhere.

He was one of the incorporators of the Rainier Club of Seattle, and is a member of the Seattle Golf and Country Club and the Rocky Mountain Club of New York City.

He married, in Charlestown, New Hampshire, Georgina B. Arquit, of Brooklyn, New York, daughter of Joseph and Ellen (Douglas) Arquit.

JOHAN P. HOWE was born in Wayne County, Ohio, August 22, 1849, being a descendant of an old and patriotic American family. He received a public school education in Minneapolis, Minnesota, also attending Seabury College.

For many years Mr. Howe was widely known for his theatrical enterprises. He was one of the pioneer theater managers and owners of the Pacific coast, and it has been said that his controlling interests in the theatrical business exceeded those of any other man on the coast. As early as 1880 he owned and brought to the coast M. Quad's funny play, "Yoke," and afterward he was manager for W. E. Sheridan, the tragedian, who toured the country in a repertoire of Shakespearean and other classical dramas. Establishing himself in Portland, Oregon, he assumed the manage-

ment of the New Market Theater of that city, and later (1889) of the Park Theater, also controlling the booking arrangements for theaters in Tacoma, Seattle, and Vancouver (British Columbia); and indeed he was, until the year 1891, in general control of the theatrical situation throughout the Pacific northwest. Retiring from the direction of the Park Theater of Portland, he toured the United States as sole proprietor of the Minnie Hauk Grand Opera Company, composed of one hundred and sixty people. He was chiefly instrumental in having the Marquam Grand Opera House of Portland erected, which remains a monument to his endeavors for a substantial theater. Subsequently he was lessee and proprietor of the Columbia and Alcazar theaters in San Francisco (1894-5), and he brought to Seattle a dramatic company of his own, with which he achieved phenomenal success. In 1895 he became manager of the Seattle Theater, where for several years he presented all the leading attractions of the country. Disposing of his interests, he was for some time concerned in an endeavor to promote theatrical independence in the northwest, but owing to the inability of the so-called independents to guarantee a sufficient number of paying attractions, was obliged to relinquish that undertaking. He began the work of excavating the site of the present Alhambra Theater, at Fourth Avenue and Pine Street, Seattle, selling out his interest, however, before the completion of the structure.

Mr. Howe was afterward engaged very successfully in the real estate business in Seattle. About a year before his death (which occurred September 12, 1910), he embarked on a considerable scale in real estate and fruit raising enterprises in Eugene, Oregon.

He married, 1882, Mary Ella Sheffield, daughter of A. H. Sheffield (who was a pioneer of Vancouver, Washington), and is survived by his wife and two children, John Pardee Howe, Jr., and Queenie Bessie Howe.

MORITZ THOMSEN, of Seattle, has been president since its organization of the Centennial Mill Company, one of the most important industrial concerns of the Pacific coast, which, with its allied mills in various localities, now has a daily producing capacity of twelve thousand barrels of flour. For more than twenty years a citizen of Washington, Mr. Thomsen has throughout that period been noted for active and successful enterprise. His previous career had been marked in an exceptional degree by adventure and struggle in varied parts of the world and at varied occupations. The son of poor German parents, he left home in his fifteenth year and embarked on a seafaring life, in which he continued until the age of twenty-five; and subsequently he was engaged for some eleven years, successively, in manual employment in Chicago and in farming and business pursuits in the middle west. Arriving in Washington with but a moderate capital, his first venture was in the flour manufacturing industry in Spokane, and from that time to the present he has been known for indefatigable energy and constantly increasing and uniformly successful enterprise. In addition to his milling interests, he is identified with other companies of large financial importance and extensive operations.

Mr. Thomsen was born on a farm near the town of Tondern in the northern part of Prussia, July 28, 1850, son of Christian and Ingeborg (Erickson) Thomsen. The parental family consisted of five sons and three daughters, all of



Moritz Thomsen

whom, except one deceased daughter, are now living in America and doing well. It was by the advice and assistance of Mr. Thomsen that his brothers and sisters came to the United States; and he also had the pleasure of bringing over his mother, who passed the remainder of her life in this country, dying in 1892 at the age of seventy-one. The father died in Germany in 1881.

According to the custom in German families, Moritz's elder brothers were apprenticed to trades of their choosing, and he in turn, when he arrived at a suitable age, was asked by his father to make his selection of a gainful occupation. Having, however, an ambition to seek his fortune outside his native village, he requested his father to advance him the necessary money, and this being refused he shipped as a sailor's boy on a small coastwise sailing vessel in the North Sea. He was at that time fourteen and one-half years old. He next made a four months' voyage on a German ship in the general merchandise trade from Hamburg to the West Indies, receiving wages of four dollars a month, and after his return shipped successively on a Swedish sailing vessel and on a similar craft bound for Messina in the island of Sicily. Meantime he was importuned by his father to return home and resume work on the farm, as his adventurous career was very manifestly not a financial success, but his resolution to continue in the life he had begun was not altered. Other voyages followed, which took him to distant parts of the world. On one occasion, in the spring of 1881, he left Yokohama, bound for the port of Mazatlan, Mexico, where a cargo of logwood and silver was taken, destined for Hamburg, Germany, by way of Cape Horn. Eight days out from Mazatlan a terrific hurricane was encountered, which threw the vessel completely on her

beam. In order to save the ship it was necessary to cut the masts, leaving her without sails or rudder. With the aid of an improvised mast they reached Honolulu fifty-six days later. At that place he secured temporary employment as a sailmaker at five dollars a day. Soon afterward he sent to his parents in Germany the sum of two hundred dollars. In 1869, while sailing the China seas, the ship was captured by pirates, and the officers and crew, with young Thomsen, were confined below the deck, awaiting the completion of the ransacking of the vessel, when they were to be put to death. The imprisoned men, eighteen in number, set diligently to work, succeeded in escaping in a lifeboat after the ship had been scuttled, and drifted to the shores of the island of Formosa. There they lived eleven days on pineapples, hiding in the woods to avoid recapture by the pirates or butchery by the native savages. They were rescued by an English ship and landed safely in Hongkong.

At the age of twenty, after returning from a long voyage in a sailing vessel in the trade between Boston and the West Indies, Mr. Thomsen obtained his first opportunity for systematic education in the science of navigation. A friend, Captain Hoxie, who had formed a favorable opinion of his intelligence and abilities, advised him to qualify himself for advancement by a regular course of study, and furnished him the necessary money and books. Thus equipped, he entered a navigation school in New York, and in an exceedingly brief time passed the required examinations and received his first papers. He then shipped as second mate under Captain Hoxie of the schooner "Ellen Maria" (which is still afloat), and soon afterward, the first mate of the vessel having been discharged, was promoted to that coveted position.

In 1875, when twenty-five years old, he made his first visit to his boyhood home in Germany since leaving it to become a sailor. On that occasion he was married, and thereupon embarked with his bride for the United States. There he shipped for a long South Sea voyage as first mate on a large sailing vessel, his wife accompanying him. The ship was wrecked on the New Jersey coast near Cape May, and they narrowly escaped with their lives. Conceiving from this experience a strong repugnance to a seafaring life, Mrs. Thomsen persuaded her husband to abandon that dangerous and precarious vocation, and he accordingly decided to engage in some occupation on land. In order to escape the temptation of the seas involved in a continued residence on the Atlantic coast, he removed with his wife to Chicago in 1877. In that city, embracing the first opportunity for employment that offered, he went to work in the packing house of Nelson Morris and Company at a dollar and a half a day. The manual labor required of him was the hardest he had ever endured, but he continued at it for seventeen months, when he went to Walnut, Pottawatomie County, Iowa, and with his savings purchased a farm of eighty acres. After five years of successful effort there, he sold his farm and established himself in West Point, Nebraska, embarking in business for himself in the sale of farm implements and machinery. He had scarcely made a beginning in that enterprise when a disastrous fire practically wiped out his financial resources, but he started again and during the remainder of his residence in West Point enjoyed a substantial degree of prosperity.

In 1888 Mr. Thomsen came to Spokane, Washington. Forming the acquaintance of a miller, Mr. Pahl, whose practical ideas appealed to him, he decided to embark in

the flouring industry, and in March, 1889, having disposed of his interests in Nebraska, organized with his partner the Centennial Mill Company in Spokane, and began manufacturing operations. The initial capital was thirty thousand dollars, Mr. Thomsen contributing fifteen thousand of the sixteen thousand dollars which he had accumulated up to that time.

This venture was regarded with considerable skepticism by men in the milling business and others, who could foresee nothing but failure for the tenderfoot miller and his seafaring associate. But it flourished from the start, and sixteen months later Mr. Thomsen bought out Mr. Pahl's interest for thirty-five thousand dollars—a profit to the latter of twenty thousand dollars on a fifteen thousand dollar investment. The original capacity of the Spokane mill was one hundred and fifty barrels a day, which at the time of Mr. Thomsen's purchase of the Pahl interest was increased to three hundred barrels, and a little later to six hundred barrels, the present capacity.

Owing to the disadvantageous situation of Spokane in respect of freight rates, he decided to build a mill in Seattle, and as a preliminary step purchased there six and one-half acres of "land under water"—tide land; an investment which was made against the emphatic advice of most of his friends. The cost of the tract, added to the cost of filling in, was about sixteen thousand dollars. After holding it for some time he sold three-fourths of the property for fifteen thousand dollars, and upon the remainder (which is now valued at half a million) he erected in 1898 the Centennial Mill of Seattle at an expenditure of one hundred and thirty thousand dollars and with a daily producing capacity of one thousand barrels. The present capacity is two thousand,

five hundred barrels. As in his earlier enterprise at Spokane, he was much criticised by experienced mill men, who prophesied failure; but the results were even more remarkable. The operations of the Centennial Mill Company have since been widely extended. The largest plant of the company is in Tacoma, known as the Tacoma Grain Company Mill; next is the Seattle mill; and there are others in Ritzville, Sprague, Spokane, Paha, Wenatchee, Reardan, and Creston, Washington, one in Portland, Oregon, and one in Kobe, Japan. The combined daily output, as already noted, is twelve thousand barrels. Mr. Thomsen has been president of the Centennial Mill Company from its earliest organization, a period of twenty-one years.

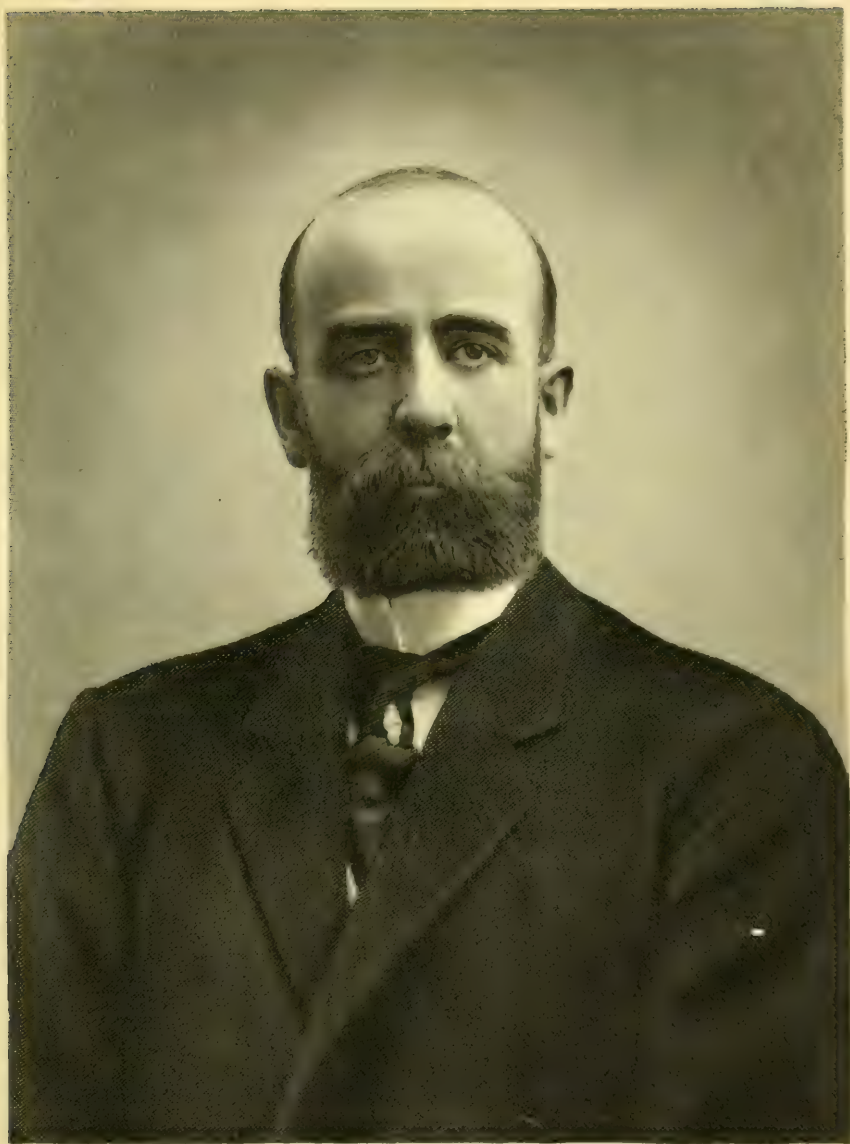
He is noted for his energetic character, his rare executive ability, and his close and conscientious application to the responsible interests with which he is charged. As in his early career, when a friendless and penniless boy before the mast, he is a tireless worker; and frequently he is the first to arrive at the company's offices and the last to leave. The success of the great manufacturing industry of which he is the head is essentially due to his creative ability, indomitable determination, and farseeing judgment. He ranks as one of the foremost men of the Pacific coast in the respects of business enterprise, influence, integrity, and wealth.

He has recently taken an active part in the concerns of the Mexican-Pacific Company, of which he is president. This company (composed principally of Seattle capitalists) owns plantations of one hundred and seventy-five thousand acres in Mexico, from which a railway owned by the company, one hundred miles long, is now being built to the city of Acapulco. He is also president of the Denny-Renton Clay Company, vice-president of the Seattle Dock Company,

president of the Tacoma Grain Company, director of the National Bank of Commerce, the Pacific Coast Biscuit Company, and the Washington Fire Insurance Company and Northern Life Insurance Company (both Washington state companies), and is interested in numerous other commercial and manufacturing enterprises. He is a member of the Rainier and Arctic clubs, the Chamber of Commerce and other commercial bodies, and is a thirty-second degree Mason.

Mr. Thomsen married, March 5, 1875, in Germany, Maria Nissen, daughter of Christian Nissen. They have four daughters, Anna, Ingeborg, Wilhelmina, and Theresa, and one son, Charles Moritz.

EDWARD CAAMANO CHEASTY is one of the best known members of the mercantile community of Seattle. As a citizen he enjoys a reputation for public spirit and usefulness, and has served in various honorable official positions. He was born on Camano Island, Island County, Washington, October 9, 1864, son of Edward S. and Margaret (McNamara) Cheasty, both of whom were natives of Ireland, his father coming to Puget Sound in 1858 and his mother in 1860. He received a public school education in Seattle, also attending the University of Washington. At an early age he engaged in business employment with the firm of Boyd, Poncin, and Young in the drygoods trade in Seattle, and after leaving that position went to San Francisco, where for three years he was with the house of J. J. O'Brien and Company. Returning to Seattle in 1888, he established the business in which he has since continued, known as Cheasty's Haberdashery, Incorporated, dealing in men's and women's wearing apparel. This is one of the leading concerns in its department of trade on the Pacific coast.



Edward C. Cheasty

Mr. Cheasty served as a member of the board of police commissioners of Seattle from 1892 to 1895. He was a member of the Washington state commission to the Louisiana Purchase Exposition, 1902-5, and in 1907 represented the interests of the Alaska-Yukon-Pacific Exposition in Europe as commissioner. Receiving the appointment of member of the board of park commissioners of Seattle in 1907, he continued in that capacity until 1910, serving as president of the board one year. Upon his retirement from the presidency he was tendered two public dinners by the leading citizens in recognition of the high efficiency with which he had administered the office and the marked benefits resulting to the community. In his political affiliations he has always been a democrat, though regarding mere party ties as subordinate to the best interests of the city and the state.

He is an Elk and is a member of the Rainier Club, Seattle Athletic Club, Seattle Golf and Country Club, and Firloch Club of Seattle, the Catholic Club of New York, and the National Democratic Club of New York.

STEPHEN J. HARRISON is best known for his active and influential part in the development of the town of Sunnyside, where he resided for some ten years after coming to the state of Washington. He was born in Cambria County, Pennsylvania, September 24, 1855, son of Thomas and Sarah (Watters) Harrison, his father having been of original English and his mother of Irish ancestry. Both his paternal and maternal grandmothers were of Pennsylvania Dutch stock. His early life was spent on a farm. He received a common and high school education, and for seven years while living in the east taught school.

Removing to Washington in 1899 he located about a mile and a half from Sunnyside, where he purchased land and cleared it. At that time the place was still suffering from the effects of the panic of 1893, there were only two business establishments, and the school had but a single teacher. Mr. Harrison was one of the very few who had faith in the future of the town and valley. He took up a homestead of one hundred and sixty acres, on which he lived until his removal to Seattle.

In 1900 he acquired title to three hundred and fifty acres, constituting a portion of the original town site of six hundred and forty acres, as owned by Walter Oakes and Walter N. Granger. The parcel which thus came into the possession of Mr. Harrison had been taken over by the Philadelphia Securities Company on mortgage foreclosure. The condition of the community was very precarious: the Sunnyside ditch had gone into the hands of a receiver, there was much dissatisfaction among the owners of land bordering on the ditch, and hardly anyone had faith in a successful outcome. After Mr. Harrison bought the property he cleared it, seeded it to timothy and alfalfa, and fenced it for agricultural purposes. It was two or three years before there was any demand for lots, but gradually new people came in, and the entire three hundred and fifty acres was ultimately sold and is now covered by homes. The confidence and public spirit displayed by Mr. Harrison gave encouragement to others and led to a general development of the town which has since progressed steadily.

He was prominently and actively concerned in the measures that resulted in the construction of the branch of the Northern Pacific Railroad to Sunnyside. With three others he went on an indemnity bond to guarantee the right of way securing

the railway company against loss from damage suits. He was the second largest contributor of money in the matter of obtaining the right of way, worked long and industriously to establish the right of way from Toppenish to Grandview, and was indeed in all regards instrumental in bringing about the actual construction and operation of the road. At the time of its completion to Sunnyside the town had only seven hundred inhabitants; the population has since increased to fourteen hundred.

At all times strongly opposed to saloons, Mr. Harrison, in disposing of his land, included in the title deeds a stipulation that no saloon should be opened on the property. The strength of public sentiment in Sunnyside on this subject is indicated by the vote taken in the year 1910 on the license question—two hundred and ten being opposed to that policy and only twenty-five in favor of it.

In 1904, in association with John Sanger, Naaman Woodin, P. J. Lichty, George Donald, and J. D. Cornett, he organized the Sunnyside Bank under the state banking laws, and became its first president. In that position he continued until 1909, when he resigned. He installed at Sunnyside what is believed to be the largest battery of hydraulic rams in the world for irrigating purposes, delivering a second foot of water one hundred and four feet above the supply ditch—this being the average allowance for one hundred and sixty acres of land.

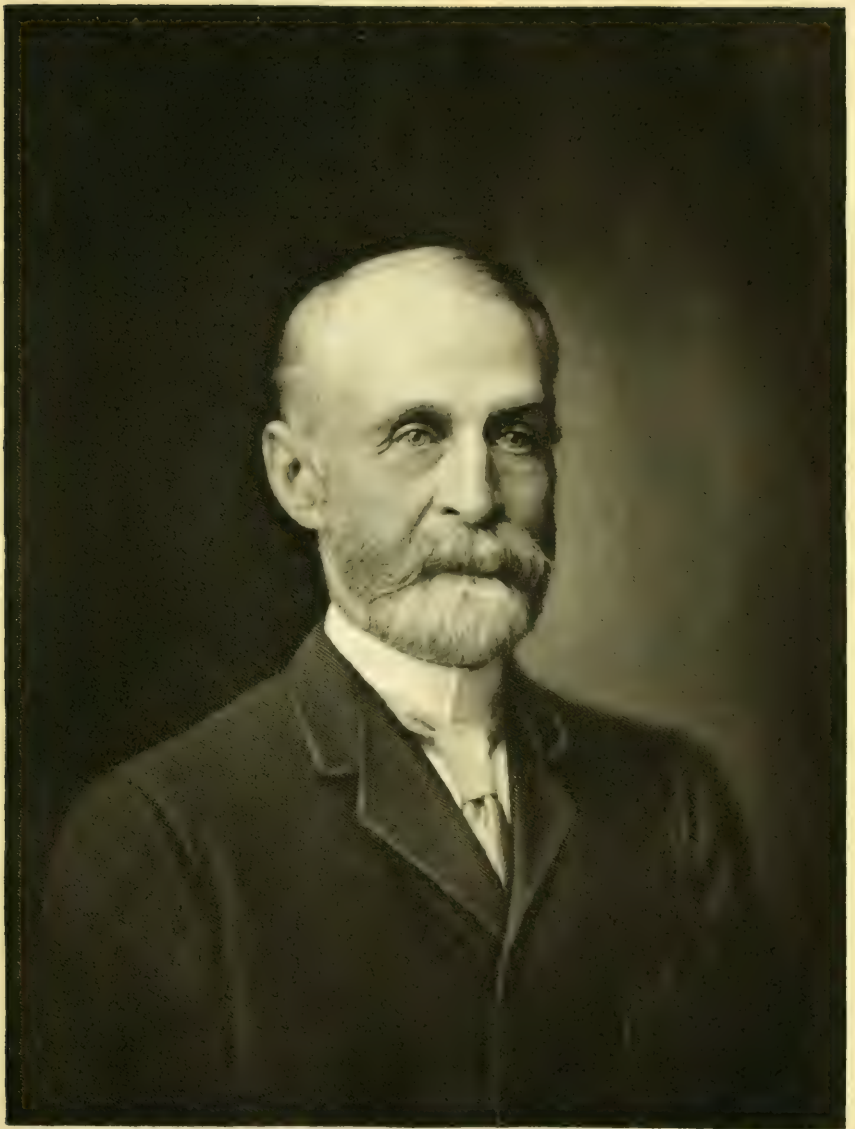
The very noteworthy and successful plan of religious organization known as the "Sunnyside Church Federation" was the result of the deliberations of a committee, consisting of Mr. Harrison, Dr. J. R. Harvey, Rev. A. H. Lyons, and John E. Laird, appointed by a mass-meeting of citizens which was held in the local school-house in 1900. The committee

recommended the construction of a single place of worship for the six denominations represented—the Methodist, Baptist, Presbyterian, Congregationalist, Brethren, and Christian,—with regulations governing the use of the edifice by each denomination separately, forbidding all proselytizing, providing for a union Sunday-school, and in all respects looking to harmonious coöperation. The plan as thus formulated continued six years without friction or disaffection, when the Methodist, Baptist, and Christian denominations withdrew and established their own churches; and the good spirit which was inculcated and maintained proved of marked benefit to the community at large.

Since June, 1909, Mr. Harrison has resided in Seattle. He is a member of the Brethren Church; in politics he is a republican; he belongs to the Odd Fellows Lodge in Sunnyside, the Elks in North Yakima, and the Royal Arcanum in Seattle.

He married, in Lanark, Illinois, October 12, 1880, Loretta Rowland, daughter of Isaac Rowland. Their children: Homer (died at the age of eight), Frank, and Frances (adopted daughter).

GEORGE HENRY REED, one of the early lumbermen in eastern Washington, was born at Nashua, New Hampshire, October 19, 1839. The family for six generations had lived in New England, its earliest progenitor in this country having been Colonel Thomas Reed, son of General Thomas Read of Essex County, England, who came to America early in the eighteenth century and settled in Sudbury, Massachusetts. Soon after his birth Mr. Reed's parents removed to Waltham, Massachusetts, and both died there when he was scarcely more than six years



G. H. Reed

old, leaving him to be brought up by an uncle in Amesbury, Massachusetts. He attended the common schools and later Davis Academy. When he was thirteen years old he worked for a time in a woolen mill. Then he learned the shoe business, and was employed at that a number of years in Amesbury and Haverhill. In 1860 he arranged with Captain Colby, of Amesbury, to go as a boy before the mast on the clipper ship "Eagle Wing" for a voyage around the world. He sailed from New York in October of that year, going to San Francisco by way of the straits of Magellan, although most ships at that time passed around the Horn. While in San Francisco a cousin who had preceded him to California applied for his release from the ship, which the captain rather unwillingly granted, and he went to live for a time with this cousin in Humboldt County, California. There he joined the troops to punish some Indians who had been committing depredations on the settlers in the neighborhood of the Oregon line. He saw but little of real war in the expedition, as there was only one skirmish with the Indians, in which three of them were killed and one soldier was wounded.

For something more than a year Mr. Reed worked in sawmills in California, and in the spring of 1862 came north to Portland, intending to try his fortune in one of the newly discovered mining regions of the Nez Perce country in Idaho. During the two years succeeding he made two trips to the mines, neither of which was profitable. In the fall of 1863, while returning from the mines to Portland, he and two companions went hunting in the neighborhood of the Dalles. On this trip his gun was accidentally discharged and he was so seriously injured that it seemed almost certain he would die before assistance could be secured. He was, however,

conveyed to the Dalles, where he recovered, although some of the shot were not extracted from his face and neck until more than thirty years later.

After recovering from his wound, in the spring of 1864, he went to Walla Walla and secured employment in the Linkton sawmill, then located on Linkton Mountain near the old emigrant trail. During that summer he helped move the mill and its machinery to Mill Creek, about fifteen miles above the city of Walla Walla. In the winter he cut logs for Linkton, and the next spring helped move the mill to a new location. In 1866 Mr. Reed and a fellow-employee named Snyder bought the mill from Linkton. They then opened a lumber yard in Walla Walla, of which Mr. Reed took charge, Snyder operating the mill. Business did not promise very well for a time. Walla Walla had ceased to be the main source of supply for the mining regions. Most of the farms at that time were along Dry Creek and Russel Creek. Beyond the valleys of these and other streams land was then supposed to be of little value except for grazing purposes, and the future of the country did not appear very promising. However, the firm of Snyder and Reed did a fairly prosperous business, and in 1868, all the standing timber in the neighborhood of the mill having been cut away, the mill was moved once more. In 1869 it was again moved, this time across the line into the state of Oregon, not far from the town of Weston. The lumber cut at that point was sold at Pendleton, Oregon, and to the farmers in Umatilla County, as well as at Walla Walla, and for a considerable time the firm did a very profitable business.

Mr. Reed was married, November 30, 1869, to Miss Alida Maria Hawley. The ceremony was performed by Rev. Cushing Eells at Walla Walla. In 1872, being in ill

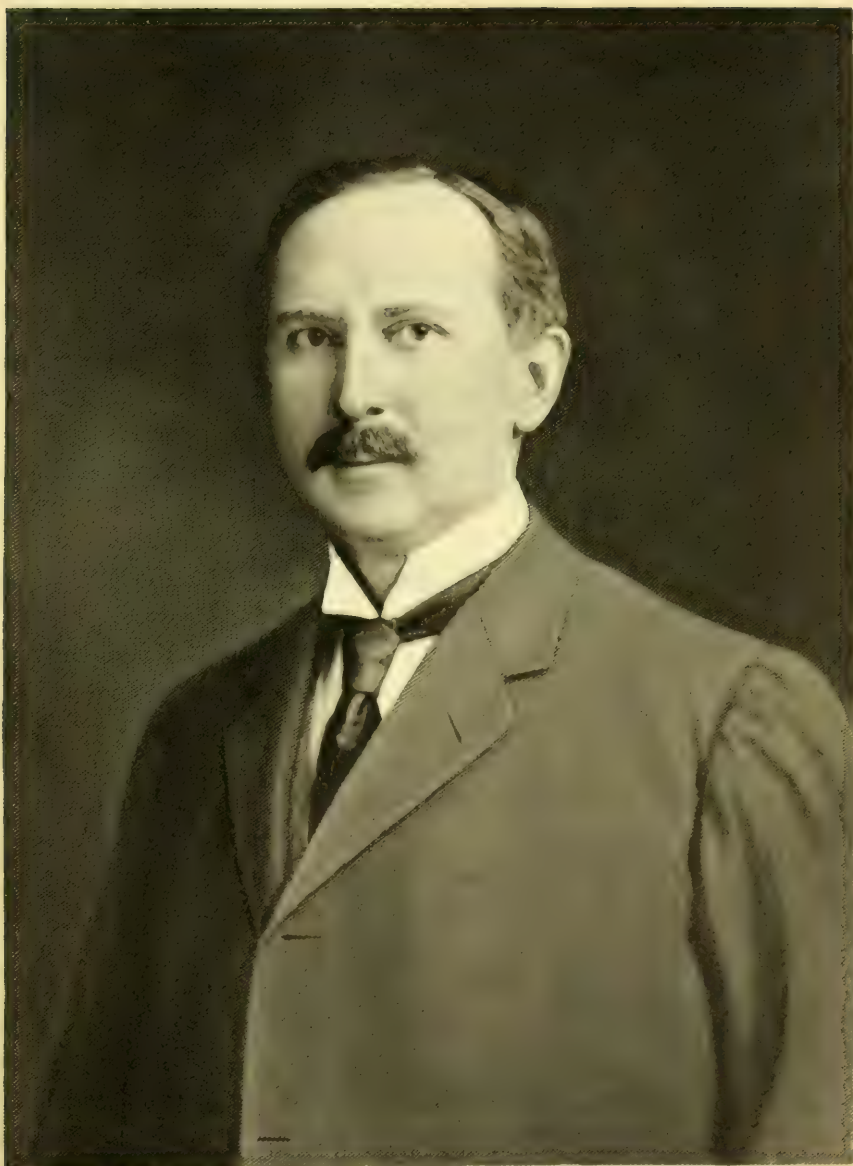
health, he made a trip east, accompanied by his wife, going by way of Portland, Astoria, and San Francisco, and spent some months at Dr. Jackson's Sanitarium, the "Home on the Hillside" in Dansville, New York. He returned to Walla Walla in 1873 and resumed charge of his business just as the financial depression of that year began to make itself felt unpleasantly. By this time his old partner Snyder had retired from the firm, and a new one, Mr. Hawley, had been taken in, who was not a practical lumberman, and Mr. Reed was therefore compelled to take charge of the operation of the mill himself. In December, 1873, Mrs. Reed died, and for the three succeeding years he spent most of his time at the mill and in looking after a farm which he purchased in the neighborhood of Weston, Oregon. In 1876 he sold the mill, and it was moved back into Washington Territory. He then engaged for a time in sheep raising, starting with two thousand head. In the spring of 1879 the Bannock Indians, under the lead of Chief Eagan, made a raid through that part of Oregon and despoiled him of a portion of his flock, which was then in the Blue Mountains, but really did less damage than he had reason to fear.

In January, 1879, Governor Thayer, of Oregon, commissioned him as colonel of the Second Regiment, third brigade, of the Oregon state militia. At that time a rising of the Indians in eastern Oregon was apprehended. Some of the settlers were in favor of taking action against them at once, but General Turner, of Pendleton, and Colonel Reed opposed the course and it was not attempted.

On February 10, 1879, Colonel Reed was married to Harriet Newell Purinton, of Windham, Maine, at "Fairview Home" near Athena, Oregon. During the summer of 1883 they made a trip to Alaska, sailing by the steamer "Idaho"

on the first trip she made to Glacier Bay, and Mrs. Reed is believed to have been the first white woman to land on its shores. After returning to eastern Oregon they made a trip to California, spending the winter at Los Angeles and at San Antonio and Uvalde, Texas.

In the year 1886, Mr. Reed sold out his interests in eastern Washington and Oregon, and, after a tour of the Sound, fixed his home in Tacoma, where he has since resided. He had now accumulated a moderate fortune, which he had converted into cash by selling his mill, his lumber yard, his stock, and his farms, and shortly after coming to the Sound he helped organize the Tacoma Cement and Tile Company, the Seattle Artificial Stone Company, the Union Savings Bank of Tacoma, and the First National Bank of Everett. During the panic years following 1893, like many other people, he lost all he had accumulated, but he did not lose his courage or confidence in his ability to reestablish himself in business and retrieve his fortunes. His first new venture was in a shingle mill at Twentieth and Dock Street, which was not very profitable, and when it was sold out in 1900 Mr. Reed worked for a time in the county treasurer's office. Then he organized the North End Lumber Company with J. C. Buchanan and A. F. McClaine, who later sold his stock to Mr. Reed and retired. The company now owns its mill on the waterfront in Tacoma, together with timber lands, railroad, and logging outfit in Mason County. Reed and Buchanan subsequently organized the Black River Logging Company and finally sold their timber and the company was disincorporated. During the summer of 1906, together with the Doud Brothers, they established the Defiance Lumber Company, of which Mr. Reed is vice-president. The mills of the two companies, the North



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End Lumber Company and the Defiance Lumber Company, stand side by side on blocks 107, 108, 109, and 110, Tacoma tide lands. The Defiance Lumber Company has large holdings of timber near Buckley, with railroad and logging equipment, and has a considerable investment in Tacoma tide lands.

In politics Mr. Reed is a republican. He was made a Mason in Weston Lodge No. 65, Weston, Oregon, in 1875, and was master of that lodge. He was subsequently a charter member of Dolph Lodge No. 80, of which he also became master. This lodge was named in honor of Senator Dolph of Oregon, who, while grand master of Oregon, presented it with a bible and square and compass.

SIDNEY ZOLLICOFFER MITCHELL was the pioneer in introducing electric light and power in the northwest coast states and British Columbia. He was born in Dadeville, Alabama, March 17, 1862. His father, William Mandon Alexander Mitchell, was a physician and a well-to-do planter before the war. The family is of Scotch origin, the American offshoot having emigrated from Scotland in pre-Revolutionary times, one branch settling in Pennsylvania and another in Virginia. The Virginia branch, from which Mr. Mitchell descends, removed to Georgia in the early part of the last century and later came to Alabama. In common with the whole property-owning class of the south, the family suffered much by the war. The loss of both parents before young Mitchell was twelve years old threw him on his own resources early in life. Upon the death of his father he went to live with his grandmother in Coosa County, Alabama, where he worked on the farm in the summer season to get sufficient money to pay his tuition in the

local schools during the winter months. Through the influence of the member of congress from his district he was tendered appointment as a midshipman in the United States Naval Academy at Annapolis, but there were other aspirants in the district eager for the opportunity to get an education at the expense of the government, and to save his congressional patron from embarrassment, as well as to give all concerned a fair chance to win the prize that had rightfully come to him and was now fairly his, he declined the nomination and asked that it be awarded only as the result of a competitive examination. The eagerness with which this appointment had been sought in the congressional district caused the competitive examination to attract wide attention. An immense crowd assembled in the court house in Dadeville on the afternoon that the examining committee was to report its findings. When the announcement was made from the balcony of the court house that Mitchell had won, it was received with great applause and demonstrations of approval, and among those who gave the loudest evidence of their satisfaction were large numbers of colored people who before the war had been slaves in the Mitchell family.

After graduation in 1883 from the Naval Academy he made a cruise in the United States Mediterranean squadron and then left the service to learn every-day practical electrical engineering in the Edison Electric Company shops, then located in Goerck Street, New York, with a view to going into the manufacture and sale of electricity for light and power as a commercial business. In order to master every side of practical electrical work he also worked in the wiring gang of Noll Brothers, who were wiring buildings for the then newly established New York Edison Company.

He came to the coast in August, 1885, and organized the firm of Mitchell, Sparling, and Company in Seattle. The only incandescent electric lights west of the Rocky Mountains at that time were a few which had been installed at the instigation of Henry Villard on the Columbia River ferry-boat "Tacoma" and on one of the Portland to San Francisco steamers, and these lights were then considered more or less toy curiosities. Mr. Mitchell concentrated his efforts on organizing a company for carrying on a commercial incandescent electric light business in Seattle, then a town of only about five thousand people but as enterprising as even it now is. After many difficulties he and his partner enlisted the necessary capital to build a cheap plant sufficient to operate two hundred and fifty incandescent lamps, all of which were put in operation in December, 1885. This was the first central station for incandescent electric lighting west of the Rocky Mountains, and the plant, of about fifty horse-power, was the beginning of the present magnificent system of the Seattle Electric Company, which has a capital of over twenty-five million dollars and a steam and water-power plant capacity of over fifty thousand horse-power, supplying fully three hundred thousand people. Mr. Mitchell's success with the Seattle electric light plant enabled him to form connections with eastern manufacturers and capitalists that greatly widened the scope of his operations, so that during the next fifteen years he financed and built electric light and power plants and street railways in Seattle, Tacoma, Portland, Boise City, Walla Walla, Bellingham, Spokane, and many smaller towns in Washington, Oregon, and Idaho, and in Vancouver, Victoria, and Nanaimo, British Columbia.

In the years following the panic of 1893 he represented in the northwest the General Electric Company and other

eastern concerns which were interested as bondholders or creditors of a large number of northwest electrical properties, and in that capacity had to do with many receiverships, reorganizations, consolidations, etc., and with the refinancing and modernizing of these properties so as to make them better serve the people and yield a fair return for the owners. This gave him a wide and unusually varied experience in such matters, and the results must have been satisfactory to his eastern associates, for in 1904 he was invited to New York to become the vice-president and treasurer of the Electric Bond and Share Company, of which he is now the president. The company has a capital and surplus of four million, nine hundred thousand dollars and deals exclusively in stocks and bonds of well established electrical companies. He is a director in the Mercantile National Bank of New York and in more than a score of electrical properties, and is actively associated with many of the most prominent corporation managers and bankers of Wall Street.

FRANCIS BARTON HUBBARD, of Centralia, was born on a farm near Dayton, New York, November 5, 1847. His father, Philander Wales Hubbard, and his mother, whose maiden name was Jane Newcombe, both belonged to New England families whose ancestors were among the early settlers in Massachusetts and removed thence to Vermont and later to New York. His early years were spent on the farm, and he was educated in the common schools. When he became of age in 1868 he went to Kalamazoo, Michigan, where for a number of years he was employed in the telegraph department of the Michigan Central Railroad and also by the Western Union Telegraph Company. In January, 1881, he went to Minnesota and was similarly



A. B. Hubbard

employed by the telegraph company and the Northern Pacific Railroad until 1900, when he came to Washington to engage in the lumber business on his own account. At that time he had a considerable acquaintance among the officers and leading men in the management of the telegraph and telephone companies of the country, as well as with those in charge of the telegraph lines of two great railway systems. He availed himself of this advantage to introduce Washington fir to their notice for use as crossarms, and the first shipment of lumber for that purpose was made from his mill. The test of it was so successful that the trade has steadily increased, and the Eastern Railway and Lumber Company's mill at Centralia, which Mr. Hubbard has built up and of which he is the principal owner, now sends its product into nearly all the states in the Union except those in the extreme south. The mill has grown to be one of the large concerns of the state, with an average capacity of one hundred thousand feet per day. A large proportion of its product is crossarms.

Mr. Hubbard is a republican politically, and attends the Protestant Episcopal Church. He is a thirty-second degree Mason and a noble of the Mystic Shrine.

He married, October 1, 1873, Mina Jane Tuttle, and they have one daughter, now Mrs. Mellie Hubbard Martin.

JOHN P. HARTMAN, of Seattle, was born in (or near) Harveysburg, Indiana, and his earlier years were spent on a farm in that state. His father, John P. Hartman, Sr., was of old Huguenot stock, his ancestors having emigrated from Germany, in which they had earlier taken refuge, to North Carolina, some time about the beginning of the eighteenth century. His mother was of Dutch and Quaker

parentage, and her ancestors were among the early settlers in Pennsylvania. The family removed from Indiana to Nebraska while John P. Hartman, Jr., was still a youth, and he was educated in the university of that state. Later he studied law and practiced his profession in Nebraska for several years before coming to Washington. He came to the coast in 1891, arriving in Tacoma February 11, and immediately opened an office in that city, but shortly afterward removed to Puyallup, where he was for several years associated with Ezra Meeker, the pioneer hop-grower of the state, who at that time did a large business in buying and forwarding hops to European markets. During this period Mr. Hartman was not only attorney for Mr. Meeker and those identified with him in his various enterprises, but was executive officer of the National Bank in Puyallup, which they controlled. As a consequence of the panic of 1893, and of short crops grown at increased cost under a variety of new and unfavorable conditions, the hop business was well-nigh ruined for the time being; and the bank was liquidated and all the depositors paid in full, in some cases their money being delivered to them at their own homes because they would not go to the bank and get it.

Mr. Hartman then went to Seattle, where he resumed the practice of law, in which he is still engaged. There as elsewhere he took an active interest in political work, and as long as nominating conventions were held was usually found in those of the republican party, whether city, county, or state, and frequently he was chairman of his delegation. He also did his fair share of work in enterprises for public improvement, or for the public benefit. He is a member of the Presbyterian Church, a regent of the State University, and a



John B. Hartman

member of the Rainier, Arctic, Golf and Country, Firloch, and Athletic clubs of Seattle, and of the Union Club in Tacoma.

Mr. Hartman married, September 16, 1883, Caroline E. Hartman, and they have three sons, Dwight D., Harold H., and Robert N.

CHARLES EDWARD PATTEN, of Seattle, is very extensively engaged in the lumber industry. His combined lumber interests, handled through his Seattle office, represent an ownership and transactions about the largest, if not actually the largest, in the state of Washington.

Mr. Patten was born in LeSueur, Minnesota, April 30, 1865, son of Richard and Eliza (Radcliff) Patten, and is of Scotch-English descent, his paternal grandfather having come from southern Scotland. He received a public school education, graduating from the Lesueur High School at the age of eighteen. A year later (1884) he came to Seattle, then a town of some four thousand population, and from there went to California. After a year in that state he returned to Minnesota, purchased an interest in a retail drugstore in his native town, and continued in that business till 1889, when he sold out and again made the journey across the continent to Seattle. For a while he was concerned in real estate operations, representing an eastern capitalist with money to loan, but, not regarding this as a satisfactory permanent occupation, he withdrew from it in 1894 and embarked in the wholesale lumber trade.

In that enterprise he was joined later by A. B. Graham, a business man and capitalist from the east, who had other interests and who, though still associated with Mr. Patten, has never taken an active part in the business. The partners continued under the firm style of Graham and Patten until

1894, when they purchased the mill plant and several thousand acres of timber land owned by the McMurray Cedar Lumber Company at McMurray, Skagit County, and, for the purpose of better controlling the resulting business, organized the Atlas Lumber Company, in which Mr. E. W. Price later purchased an interest. Mr. Price's stock was bought by Mr. Patten in 1900, when the concern was reorganized as the Atlas Lumber and Shingle Company, with a capital of one hundred and fifty thousand dollars, Mr. Graham becoming president and Mr. Patten vice-president, secretary, treasurer, and manager. In these capacities he still continues. The company is one of the most important in the lumber trade on the coast. Its timber supply (about equal parts cedar and fir) is sufficient to last nearly thirty years, cutting at the rate of seventy thousand feet a day, and the plant at McMurray is very thoroughly equipped, with a logging railway running into the timber. Two subsidiary companies, the Skagit Logging Company and the L. Houghton Logging Company (of both of which Mr. Patten is president), are operated in connection with the logging branch of the business, and their supplies are delivered exclusively to the Atlas Lumber and Shingle Company.

In addition he is president of the Reliance Lumber and Timber Company, operating saw and shingle mills at Alder, Washington, and of the Reliance Lumber Company, operating logging camps at Dukes, Washington. He is the general manager and principal stockholder of all the mill and logging companies with which he is identified.

His successful career in the lumber industry has at all times been characterized by strong faith in the superiority of the timber of the northwest, and active participation in



Chas. E. Putten

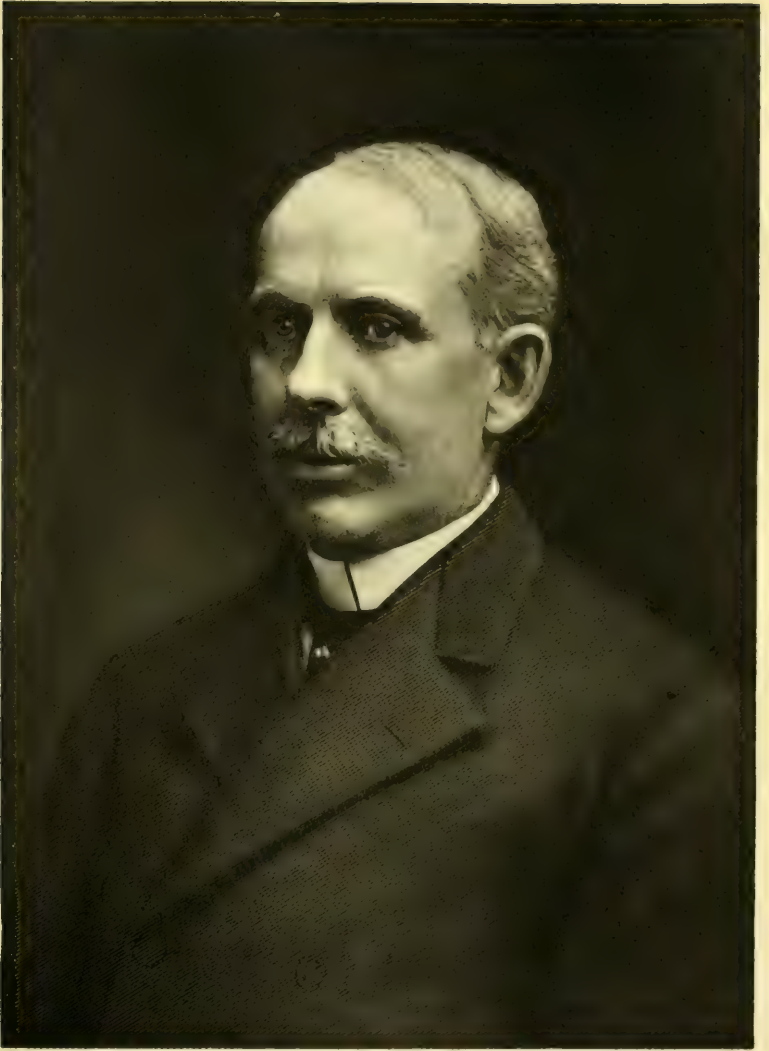
movements having in view the general welfare of those whose energies and fortunes are devoted to this interest. He took the leading part in organizing the first shingle association, which was formed in 1892, and was prominent in subsequent undertakings of the same sort. "In July, 1900, when crop failure in the Red River valley made it necessary for the eastern shipping lumbermen of Washington to look for a new territory in which to dispose of their lumber that fall, Mr. Patten sent a representative of the Atlas Lumber and Shingle Company through the Nebraska, Colorado, and Kansas territory to investigate the situation and gather data to present to the railroad companies with a request for a reduction in the rate from the Pacific coast that would enable shipments to be made in competition with southern pine. Largely through Mr. Patten's efforts the Pacific Coast Lumber Manufacturers' Association was formed, primarily with the object in view of securing a reduction in freight rates to the territory mentioned. Mr. Patten was made vice-president of the association, as well as being a member of the executive committee. In all the work of the association he has been the leader, and he deserves a great deal of credit for its success."

Aside from his lumber interests he has given some attention to other property investments and development undertakings. At an early period of the Nome excitement, he acquired several good claims and some of the land on which the city of Nome is built. He also has substantial investments, including the controlling interest, in the fine mining property in the Sumpter district of eastern Oregon. He is interested in several Washington banks, and is a director in the National Bank of Commerce of Seattle. One of the very well-known men of affairs of that city, he enjoys the highest personal reputation and is a citizen of usefulness and public spirit.

He is a life member and trustee of the Rainier Club, and a life member of the Seattle Athletic Club. "In Hoo-Hoo circles he has the distinction of being the oldest member of the order on the coast, having been initiated in Kansas City, March 6, 1893, before any concatenations had been held west of the Rocky Mountains. He was appointed the first vicegerent snark for Washington and Oregon, and had charge of the first concatenation ever held west of the Rockies. He has taken a marked interest in Masonic matters, and besides being a thirty-second degree Scottish rite Mason is past eminent commander of Seattle Commandery No. 2, Knights Templar, and past master of Arcana Lodge No. 87, F. and A. M."

Mr. Patten married, June 25, 1903, Adelia Allmond.

ELBERT F. BLAINE, of Seattle, was born in Romulus, New York, June 26, 1857, son of James and Amanda (DePue) Blaine. His father was born in Milton, Pennsylvania; and his mother was a daughter of Captain Peter DePue, who served in the War of 1812. He received his general education in the public and select schools of his native town and at the Northern University of Indiana, and was prepared for the bar at the Union Law School of Albany, New York. At the age of eighteen he engaged in self-sustaining work as a teacher, having charge first of a country school in Gratiot County, Michigan. Afterward he taught near Grand Rapids, Michigan, and in 1883 he became principal of the graded schools in Lake Crystal, Minnesota. During the summer of 1884 he travelled extensively in South Dakota with a view to locating a town site; but owing to the uncertainty of the railway projects upon which he was relying in that connection he was obliged to abandon the undertaking.



E. F. Blawie

Mr. Blaine came to Tacoma, Washington, in November, 1884, and from there removed in 1885 to Seattle, where he has since resided. For about a year after establishing himself in the latter place he was superintendent of the Michigan Sawmill at Belltown. That employment he left to embark in the practice of the law in association with Hon. John J. McGilvra. Attracting the attention of Hon. Arthur A. Denny and Dexter Horton by his ability and his particularly conscientious attention to matters entrusted to him, he obtained a start in his professional work that was of great advantage. A warm friendship sprang up between him and Mr. Denny, whose influence was most extensive throughout the Puget Sound region, and by whose advice many litigants were induced to confide their legal business to Mr. Blaine. He was connected with Mr. Denny in the Denny Clay Company, and devoted considerable attention to his affairs and after his death to the interests of his estate. In behalf of the Denny estate he organized the Washington Irrigation Company, which purchased at receiver's sale the Sunnyside Irrigation Canal and lateral system in Yakima County, comprehending some sixty thousand acres, with also thirty-five thousand acres of sage-brush land. To the concerns of this company Mr. Blaine gave a great deal of attention, securing for it a marked degree of success. Continuing his interest in irrigation, he supplied the money for the practical advancement of the Selah Development Company at North Yakima, becoming one of its stockholders; and later he was made president of the Okanogan Power and Irrigation Company.

The copartnership of Mr. Blaine with Hon. John J. McGilvra continued for several years, when Mr. McGilvra retired. He was then associated with Lee DeVries in the

firm of Blaine and DeVries until 1898, when he organized with Charles F. Denny the Denny-Blaine Land Company, which was successfully conducted until 1905, when, owing to the ill health of Mr. Denny, it was dissolved. Since that time his firm has been Blaine, Tucker, and Hyland.

The Denny-Blaine Land Company took a very active and intelligent part in the laying out and improvement of property on a plan of refined and attractive development. It platted and placed on the market the Denny-Blaine Lake Park, which was the first parcel of land in Seattle platted according to its contours. This property it improved with much taste and elegance, adorning it with public fountains and adding playgrounds, which were dedicated to the city. Mr. Blaine was thus led to take an especial interest in the park system of Seattle, and for six years he served as a member of the board of park commissioners. He was the pioneer in advocating and one of the most earnest and influential workers in instituting the "Olmstead" system on the present distinctive and comprehensive scale. Upon his resignation from the board in May, 1908, that body adopted resolutions testifying its high appreciation, and that of the citizens generally, of his able and tireless services, and declaring that "his name will always be irrevocably connected with the park system and playgrounds of the city of Seattle, and that will be a more fitting monument of his labors than any work of artist or sculptor."

Upon the election of J. T. Ronald as mayor of Seattle, as the result of a reform movement, a discussion arose concerning the question of removals of certain officials holding appointive positions. Mr. Blaine took the ground that no man should be removed except for cause, or until a man better qualified was found. He advocated, however,

the complete reconstruction of the board of public works because of the incompetency and unfaithfulness of its existing members. He prepared the articles of impeachment against these officials, resulting in the removal of the chairman and reorganization of the whole board; and the action of the mayor was finally sustained by the supreme court in a decision most logical, forcible, and far-reaching, which will prove of the greatest value in all future efforts for more wholesome municipal conditions throughout the state of Washington.

He was one of the honorary commercial commissioners from the Pacific coast states to Japan in 1898. While on the railroad train from Yokohama to Tokio, he dictated the proposal for a return visit by representative men of Japan. Indefatigable in securing the necessary coöperation to that end of the principal cities of Washington and Oregon, he also, with others interested in the movement, visited several of the principal eastern cities, obtaining similar support there, and finally official recognition and approval of the plan by President Taft. He was executive chairman of the associated chambers of commerce of the Pacific coast states, having charge of the arrangements and finally extending the formal welcome to the honorary commercial commissioners of Japan upon their arrival on the 2d of September, 1909.

Mr. Blaine is a member of the Rainier, Arctic, Firloch, Golf and Country, and Highland clubs, the Chamber of Commerce, the Commercial Club, and other organizations. He has always taken a cordial interest in the athletic work of the University of Washington, and is known as the father of rowing at that institution. He suggested the formation

and took a leading part in the organization of the Inter-Collegiate Oratorical Association, which includes the Universities of Washington, Oregon, and Idaho.

He married, June 8, 1882, Minerva Stone, of Fayette, New York, daughter of John R. Stone, and has one child, James Arthur Blaine.

MATTHEW DOW has for more than twenty years been actively and prominently identified with the development of Seattle. Becoming a resident there in 1889, the year of the great fire, he was concerned, in his occupation of builder, in much of the important construction work which immediately followed that event, and his energies have since been exercised on a large scale in the architectural improvement of the city. In this particular there is no citizen more widely known or of higher reputation.

Mr. Dow was born near Glasgow, Scotland, July 29, 1849, son of Andrew and Maggie (Steel) Dow. He is a descendant of an old Presbyterian family of that country, both his father and grandfather having been ruling elders in the church. The father was a farmer in Scotland and also in this country, whither he removed about four years after his son. He lived for a time in Texas and spent his last years in Seattle, where he died at the age of eighty-three.

Matthew Dow was educated in the schools of his native country, also learning and pursuing the builder's trade. At the age of twenty-four he emigrated to the United States. After two and a half years in Lexington, Kentucky, he went to Fort Worth, Texas, and was there engaged for some time in building operations. Being joined by his brother, the two established themselves as builders at Belton, Bell County, Texas, which was then forty miles from any railroad. Mr.



Matthew Dow

Dow had a leading part in the development of that place, and after the coming of the Santa Fe Railroad executed many important building contracts, including those for the Baylor Female College, county court-house and jail, and most of the better class of business structures and residences. It was largely due to his public spirit and enterprise that the authorities in charge of the Baylor Female College were induced to select Belton as the site for that institution, and his professional services in connection with the planning and erection of the college buildings were given gratuitously. For three and a half years he leased and operated the city water-works of Belton.

Removing to Seattle in 1889, he at once became known for marked energy and efficiency in building enterprises. One of his first large undertakings was the erection of the Pacific Block, a six-story brick edifice on Yesler Way and Occidental, which ranked with the finest business structures built after the fire. His construction work in the twenty years since then is of the most extensive variety, and has secured for him a recognized position among the leading building contractors of the northwest. Some of the more important buildings that he has erected are the Walker Building, owned by and named for Cyrus Walker, at Second Avenue and University, the Puget Sound Machinery Depot Building, the W. P. Fuller Building, the Kelly-Clarke Building on Jackson Street, the Hancock Building at First Avenue and Union Street, the Victoria Hotel, the old Seattle Athletic Clubhouse, the Seattle National Bank Building, the Bemis Brothers Bag Factory Building, the Lincoln High School, the magnificent new National Guard Armory, and the Majestic Theater—this theater, one of the finest in the west and entirely fireproof, having been built in the summer

of 1909 in ninety days. He is the contractor for the new Orpheum Theater at Third Avenue and Madison Street and for the imposing new piers and warehouses of the Grand Trunk Railroad on the Mackintosh property on the waterfront.

For some years after coming to Washington Mr. Dow resided in Ballard, where he served as councilman, member of the school board, and mayor. As a citizen of Seattle he enjoys the highest business and personal reputation. In addition to his building enterprises, he is president of the United States Coal Company, which owns valuable properties near Lake Washington, and treasurer of the Sound Investment Company, an association of master builders. His memberships in social organizations include the Caledonian Society (of which he was president three years), the Masonic order, the A. O. U. W., and the Elks.

Mr. Dow married, first, in Scotland, Maggie MacGregor, and had three children: Jeanie, wife of John Kyle, of Ballard; Alex, who married Mamie Alford (both of whom are deceased), and Maggie, wife of Fritz Herbert Leather, who is interested in newspapers published in Japan and the United States. Mrs. Dow died October 9, 1899. He married, second, in 1900, Agnes Smith, half-sister of his first wife, the children of this union being Jessie, Robert, and Elizabeth.

JOHAN JOSEPH DONOVAN, of Bellingham, though born and bred in the east, has throughout his active career lived in the northwest. This career has been one of very noteworthy activities and achievements, and his name is to be mentioned in any account of northwestern development during the last quarter of a century which lays claim



J. J. Loman,

to comprehensiveness. A civil engineer by education, his first professional employment was in connection with the building of the Northern Pacific road in Montana and Washington, and in that great undertaking he was charged with highly responsible duties before he was thirty. Mr. Donovan's essential life work has, however, been performed on Bellingham Bay, where he has resided since December, 1888. He was the engineer who located and constructed the first railway linking that region to the outside world, was the chief engineer for all three roads now centering in Bellingham, located the lines across the Cascade Mountains for two of them, and has always confidently predicted the ultimate extension and operation of one of these routes on a scale which will realize for Bellingham its ambition to rank with the great cities of the northwest. He has also had a prominent part in industrial and productive interests of large importance and utility, including mining, waterpower, and lumbering enterprises. As a citizen of Bellingham he is known for public spirit and valuable influence, in relation not only to the material progress of the community but to the promotion of its educational and moral interests.

Mr. Donovan was born in Rumney, New Hampshire, September 8, 1858, son of Patrick and Julia (O'Sullivan) Donovan, both of whom were natives of Ireland, the former coming from County Cork and the latter from County Kerry. His father was by occupation a railroad foreman and owned a small farm at Plymouth, to which he removed in 1863. John Joseph was the eldest of a family of seven children. After exhausting the educational facilities of the country schools he engaged in teaching (1876), was later graduated from the New Hampshire State Normal School (1877), and then continued his pedagogic work until his

twenty-first year to accumulate the means for a professional course. In 1879 he entered the Worcester (Massachusetts) Polytechnic Institute, and three years later was graduated as civil engineer, being valedictorian in a class of thirty-one. He was one of two members of the graduating class who were offered positions on the engineering staff of the Northern Pacific Railway for service in the construction work in Montana, and immediately left for the field of his labors. Beginning as rodman of a surveying crew, he was promoted after a month to leveller, and at the end of six months was made assistant-engineer of construction. On his twenty-fifth birthday, September 8, 1883, he witnessed the impressive ceremonies at Gold Creek, Montana, which signalized the junction of the main line with the western extension, having ridden all the previous night over lonely trails to be present at the celebration. After that event he was occupied for about two months with the completion of important truss bridge work, and then was transferred to the territory of Washington, where the Cascade division, from Pasco to Tacoma, was still to be built, the traffic meantime being routed over the tracks of the Oregon Railway and Navigation Company from Wallula to Portland and thence over the Northern Pacific's own line to Puget Sound. In the work on the Cascade division he was first engaged some fifteen miles east of the present town of Prosser, but was presently assigned to engineering duties on the tunnel through the mountains, running surveys for the bore and crossing the summits almost daily throughout the winter when they were covered with twenty feet of snow. His services on the Cascade division continued until 1887, and during the last year he was engineer-in-charge of the western half of the division. Upon its completion he took his first

vacation in five years, visiting Alaska and also his boyhood home in the east. Returning to the northwest, he had charge, 1887-8, of the construction of a number of subsidiary lines of the Northern Pacific in Montana to connect various mining camps with the main road. At the conclusion of these duties he again went east and was married.

Although offered every inducement to continue with the Northern Pacific company, Mr. Donovan had decided to associate himself with interests which were then in process of formation for the development of the Bellingham Bay country, and, resigning his position, he came with his wife to Fairhaven in December, 1888. At that time there were hardly five hundred people on the bay, the population of Fairhaven was less than fifty, no improvements whatever had been undertaken, and even wagon-roads worthy of the name did not exist, the intercommunication being practically restricted to rowboats. The improvement companies with which he became identified, as chief engineer, were the Fairhaven Land Company, the Skagit Coal and Transportation Company, and the Fairhaven and Southern Railway Company. Under his direction "a railway was located and built, the coal mines on the Skagit River were opened, the town site of Fairhaven was platted, wharves were constructed, Fairhaven was organized as a city, and public improvements of importance were inaugurated and carried to completion." As chief engineer of the Fairhaven and Southern Railway Company, he had charge of the enterprise projected by Nelson Bennett in 1890 for a line from Vancouver, British Columbia, south to Portland, Oregon, and east to Spokane, Washington. While the surveys were still in progress, eighty miles of the road having been constructed and put

in operation, the property was acquired by Mr. J. J. Hill, of the Great Northern, and Mr. Donovan accordingly retired from the position of chief engineer.

“After an extended visit to the Atlantic coast he again returned west to become engineer with the tide land appraisers and chief engineer of two new companies—the Blue Canyon Coal Mining Company and the Bellingham Bay and Eastern Railway Company—formed by Montana capital in 1891. The railway company gradually extended its lines to reach from Fairhaven to Wickersham on the Northern Pacific via Whatcom and Lake Whatcom. This line was bought by the Northern Pacific in 1902. In 1898, Mr. Donovan was made general superintendent and chief engineer of the Bellingham Bay and British Columbia Railway, and immediately began surveys for an eastern extension to Spokane. A portion of this project has been completed and is now (1910) under operation, while it is only a question of time when the entire line will be built, crossing the mountain pass selected by Mr. Donovan for the Fairhaven and Southern Railway more than twenty years ago. On the realization of the project and the inauguration of suitable steamship connections largely depends the ultimate importance of Bellingham Bay as a center of commerce and population. With such transportation facilities it is highly probable that Bellingham will one day be the second city of Washington.”

While the engineering work of Mr. Donovan was largely devoted to railway construction up to the year 1905, he became actively and responsibly connected with other enterprises for the progress of the Bellingham Bay country. We have seen that it was under his supervision as chief engineer that Fairhaven (now South Bellingham) was platted and

its original municipal improvements were instituted; in this connection he designed and built the first ocean dock on the bay. He took the leading part in opening the Blue Canyon Coal Mine, built its bunkers on the lake and bay, and is still vice-president of the company; and he was also the principal factor in the development of the valuable power on the Nooksack River at Nooksack Falls, in that enterprise starting, and for five years conducting, the first hydraulic power plant in Whatcom County. Since 1898, in association with J. H. Bloedel and the Larson estate, he has been actively interested in the Larson Lumber Company (of which he is secretary) and the Lake Whatcom Logging Company (of which he is president and manager). These companies have extensive timber properties adjacent to Lake Whatcom, with mills on the lake, employ some six hundred men, and disburse sixty thousand dollars monthly for wages and supplies. They are distinguished by a liberal policy toward their employees, especially in their arrangements for medical service, which are assumed by the companies on the basis of small assessments—a system that assures expert advice and treatment in all cases. Mr. Donovan is a thorough believer in the European idea of compensation to employees without recourse to law for injuries suffered while at work, and is an advocate of that plan in the state of Washington.

He is vice-president of the First National Bank of Bellingham, has served as president of the Chamber of Commerce, and is now chairman of the fortifications committee of that body. Cordially interested in all projects and undertakings for the welfare of the city, he has, however, uniformly declined public office; with the exception of two terms in the city council of Fairhaven, serving as chairman of the sewer com-

mittee because of his especial fitness as an engineer, he has never occupied official position. On the other hand he has always taken an active part in political discussion, and is known as one of the leading republicans of northwestern Washington.

Mr. Donovan was instrumental in securing St. Joseph's Hospital for Bellingham, and is now one of its directors. He is trustee of the State Normal School at Bellingham, member and ex-president of the Commercial Club, and member of the Cougar Club, the Twentieth Century Club, and the Bellingham Municipal Association. His other connections with organizations include the following: president of the State Logged-off Land Association, vice-president of the State Good Roads Association, member of the executive committee of the State Conservation Association, and member of the New England Club, American Society of Civil Engineers, Montana Society of Engineers, National Child Labor Committee, National Geographic Society, American-Irish Historical Society, and National Municipal League. He is a Knight of Columbus.

He married, April 29, 1888, Clara Isabel Nichols, daughter of J. P. and Elizabeth S. (Page) Nichols, and has three children: Helen Elizabeth, born December 28, 1889, a sophomore in Smith College; John Nichols, born November 19, 1891, a sophomore in the Worcester Polytechnic Institute, civil engineering course; and Philip, born October 16, 1893, a senior in the Bellingham High School.

DAVID MARSTON CLOUGH, of Everett, has been one of the leading men in the lumber industry since coming to Washington in the year 1900. Born in the state of New Hampshire, he removed in early boyhood with his

parents to Wisconsin and thence to Minnesota, and in the latter commonwealth had a career of noteworthy business enterprise and success, and also of distinction in public life, continuing until his change of residence to the Pacific coast. He was successively state senator, lieutenant-governor, and governor of Minnesota. As governor he served for a consecutive period of three years and eleven months, first by constitutional succession from the office of lieutenant-governor to complete the unexpired term of Governor Nelson, who had been chosen to the United States senate, and then by reelection for a full term.

Governor Clough was born on a farm in the small town of Lyme, New Hampshire, December 27, 1846, son of Elbridge G. and Sarah (Brown) Clough. In the paternal line he traces his ancestry to original Welsh stock. His father was a farmer and lumberman, whose family consisted of fourteen children, seven sons and seven daughters. As a young boy David became inured to systematic and industrious work, and assisted in the duties of the farm during the summer seasons and in the lumbering operations in the pine woods during the winters, with only the customary educational opportunities of country lads, restricted to a brief attendance each year in the neighboring district school. In 1855 the family removed to Waupaca, Wisconsin, and from there in July, 1857, to Spencer Brook, Isanti County, Minnesota, the father continuing his avocations of farmer and lumberman, in which the boy rendered such assistance as he could, his "schooling" advantages meantime being about the same as before.

At the age of twenty young Clough, regarding it as his duty to relieve the large family of the burden of his support, and feeling himself competent to engage in independent employment, went to Minneapolis and obtained work with Henry F.

Brown. For the next four years he drove a team and sawed logs, carefully saving his money, and he then entered into a copartnership in the lumber business with his eldest brother, Gilbert, under the style of Clough Brothers. This firm was established at Spencer Brook, Isanti County, until 1872, when the headquarters were removed to Minneapolis, and in that city Mr. Clough resided until his removal to Washington. The operations increased to large proportions, and the firm of Clough Brothers early became recognized as one of the most substantial and important at the Falls of St. Anthony. Within some fifteen years its capital grew to half a million dollars and its yearly transactions exceeded fifteen million feet of lumber. Gilbert Clough died in 1888, whereupon David assumed control of the business, later associating his younger brothers with him.

From boyhood Mr. Clough had always taken an active part in politics as a supporter of the republican party, and, being known for force of character, ability, and the highest personal reputation, he attained a recognized position as a leader. He was an interested participant in caucuses and conventions, and by his influence as a citizen contributed to the promotion of the cause of the party. His first public office was that of member of the city council of Minneapolis, in which he served from 1885 to 1887, and of which he was president for one term. In 1886 he was elected to the Minnesota state senate, and he was reelected in 1888 and 1890. He was chosen president of the Minnesota State Agricultural Society in 1891, and "by his zeal and influence put that important institution on its feet financially, so that it became a great success." In 1892, when Hon. Knute Nelson was nominated for governor, Mr. Clough was made the candidate for lieutenant-governor and was elected, and two years later he was again nominated (by

acclamation) with Governor Nelson and again elected. Upon the election of Nelson to the United States senate, he took the vacated office of governor, serving for all but one month of the term—from January 31, 1895, to January, 1897. He was renominated by the republican state convention of 1896 and reelected, and continued to administer the office of governor until the constitutional expiration of his service, January 2, 1899.

As governor of Minnesota Mr. Clough's administration was characterized especially by practical knowledge of the affairs and condition of the state and by sensible executive recommendations and policies. His messages to the legislature abound in definite recommendations for the promotion of educational interests, good roads, the development of agriculture, the regulation of female and child labor and the betterment of labor conditions in general, and of similar beneficent and humane measures. It was during this period that the war with Spain occurred, and Governor Clough was prompt and energetic in that emergency, organizing and equipping four state regiments for the service. He was also called upon, in his executive capacity, to supplement the inadequate measures taken by the federal government for the repression of the very serious outbreak of the Pillager Indians, and, by calling out the necessary state troops, prevented the spreading of the troubles and accomplished their early termination.

In January, 1900, Governor Clough removed permanently to the Puget Sound country, having decided on that change of residence because of the larger opportunities and scope in his business operations afforded by the primeval forests of Washington. He has been engaged on a very extensive scale in the manufacture of band-sawed fir lumber and every variety of white pine lumber. His firm has valuable timber properties adjacent

to Everett and operates at that place one of the most complete lumbering plants in the United States, if not in the world, with direct facilities for shipments both by rail and on ocean-going vessels of the deepest draught, which receive their cargoes at the company's private docks. The trade extends throughout the United States and to many foreign countries.

He married, in April, 1866, Miss Addie Barton, of Spencer Brook, Minnesota, and has one child, Nina, now the wife of Colonel R. H. Hartley, of Everett. Colonel Hartley is identified with the lumber company.

NELSON GALES BLALOCK, of Walla Walla, physician, was born February 17, 1836, on a farm on the Toe River, Yancey County, North Carolina. Through his father, Jesse Blalock, he is of Scotch and French descent, and on his mother's side he comes from German stock. His grandfather, John Blalock, was a member of George Washington's regiment, was associated with him throughout the Revolutionary War, and received from him the Masonic degrees in Lodge No. 2 of Virginia, over which Washington presided as master. At the time of his death John Blalock was the owner of a Masonic emblem, on which was engraved the date of his being made a Mason by George Washington.

Nelson Gales Blalock spent his youth and early manhood in the rural sections of the Carolinas, pursuing agricultural and similar work for a livelihood, and later teaching school and preparing to acquire a medical education, the object of his ambition. His opportunities for a general school education were, of course, very limited in that antebellum period, when throughout the country districts of the south the facilities for book-learning were of a most primitive sort. For



A. G. Blalock. M. D.

some time he was a student in Tusculum College, Tennessee, and to pay his board and tuition there chopped white oak wood for fifty cents a cord and made white oak rails at fifty cents a hundred. On the 1st of August, 1858, he married Panthe A. Durham, daughter of Micajah and Esther Durham, of High Shoals, Rutherford County, North Carolina. One year before that event both he and his future wife were engaged in teaching school at places seven miles apart, he in South Carolina and she in North Carolina. During the same time he was receiving his first instruction in medicine, walking fourteen miles two nights a week to meet his preceptor.

In 1859, having decided on a professional course in the Jefferson Medical College of Philadelphia, he loaded a large four-horse wagon with an assortment of the native country products—chestnuts, dried apples and peaches, flaxseed, black walnuts or butternuts, ginseng, and seneca snakeroot,—and, attired in a blue jeans suit of wool shorn by his own hands, carded, spun, and woven into fabric by his mother, and thence fashioned into the finished habiliments by his wife, he set forth from his Carolina home for Salisbury, the nearest railroad town, some one hundred and fifty miles distant across the Blue Ridge Mountains. The journey occupied ten days. It was his expectation that he could dispose of his commodities for cash in Salisbury, but the market was not able to absorb so large and unexpected a supply, and after selling what he could he was left with fully half his load on his hands. This he shipped to Philadelphia, with the necessary assistance of the freight-agent in billing the goods, for the young mountaineer had never before seen a railroad and knew nothing whatever about shipping by rail. Upon arriving in Philadelphia he was so fortunate

as to realize a good price for his produce, and with the resulting funds paid his way through the first year at the medical college. While in attendance there he still wore the blue jeans suit, and, being the only student of over six hundred thus arrayed, was very conspicuous, and was familiarly known as "Blue Jeans." During the second year his wife and their two-year old son, Yancey, were with him. The family reached Philadelphia with only seventy-five dollars, whereas the college fees, which had to be discharged, amounted to one hundred and thirty dollars. Professor Dixon, of the college, became responsible for the deficit, and Mrs. Blalock assisted by boarding eight medical students without hired help. In this enterprise she was so successful that the advances made by the professor was repaid out of the first two months' income. He was graduated as doctor of medicine in March, 1861, when, after settling his debts, he had fifty cents left. Meantime he had selected Decatur, Illinois, as his future home. Professor Dixon again came to the rescue, loaning him fifty dollars, with which the fares to Decatur were paid.

After arriving in Decatur Dr. Blalock settled in the neighboring town of Mount Zion, where he purchased a lot on one year's time for twenty dollars. He then went into the woods and cut logs, which he hauled to a sawmill with a team borrowed from his uncle, assisted in sawing the lumber, and from it built a small box-house, into which the family moved.

By this time the Civil War was in progress. A call was made by Governor Yates, of Illinois, for army surgeons, and Dr. Blalock went before the state board of medical examiners and received a certificate. He was commissioned by Governor Yates assistant-surgeon of the One Hundred and Fifteenth Regiment, Illinois volunteer infantry, with

only two weeks' time to prepare for the service. Another child had now been born to him, and to leave his wife and babies in a strange land without money seemed a very hard sacrifice. But without hesitation he entered upon the course of duty which he had chosen, and at the appointed time joined his command. After three years in the army he was sent home in an unconscious condition, suffering from typhoid fever followed by chronic dysentery, and for three weeks he did not know that he was in his own house. As soon as he was able he commenced the private practice of medicine, in which he continued in Illinois until 1872. He then crossed the continent by team with the object of selecting a new home in the Pacific northwest, and, deciding to locate in Walla Walla, returned to Illinois for his family.

With his wife and children he joined a party consisting of several other families. The start was made in May, 1873, and they arrived in Walla Walla on the 11th of October. There were twenty-seven immigrants in the company, whose total financial means did not exceed twenty dollars when they reached Walla Walla. Dr. Blalock at once found employment in hauling wheat from Walla Walla to Wallula, loading back with groceries and other merchandise, which had to be laid in before navigation on the Columbia closed for the winter. He was thus engaged for a little over a month, when he embarked in professional business as a physician—the beginning of a long and noteworthy career in that relation.

The practice of medicine in early times in eastern Washington was a very arduous vocation, involving constant travel by buckboard or on horseback for distances of one hundred to two hundred and twenty-five miles, frequently on urgent calls. The following is a typical instance. One

day Dr. Blalock received a message brought by an Indian from a stockman, the only white man living with a family in the Yakima country, which read: "Come immediately. Wife bleeding to death. Indian waiting on north side of Columbia. Don't spare horseflesh. Money ready." The message came at eleven in the morning, and at one in the afternoon the doctor was at old Wallula on the Columbia, thirty-two miles from Walla Walla. He was rowed across and was met by a large Indian with a buckboard and two very fine cayuses. While waiting for him the Indian had supplied himself with a dozen stout willow whips, which he applied with much energy to the horses for a distance of sixty miles, without making a stop even to water the animals. He then turned his jaded beasts loose to take care of themselves, changed teams, hastened into the Yakima River for water, and continued the journey with equal speed. They arrived at their destination, two hundred and twenty-five miles from Walla Walla, in fifteen hours, having averaged fifteen miles an hour. At the ranch there was a large assemblage of Indians, good friends of the stockman and his sick wife, among whom there was much commotion when it was announced that the doctor had come, and they crowded around and into the house to see what he would do. The case was a retained placenta, which was quickly removed, and although the patient was quite exhausted from loss of blood she rallied quickly. Great was the enthusiasm of the assembled friends when the husband informed them that his wife would live. The doctor slept four hours and then returned, making the homeward trip in twenty-five hours. When they came to the sixty-mile station where the first team had been left, they found one of the horses dead and the other so stiff that it could not walk. He began to express

regret for the loss of so fine a team, but was silenced by the Indian owner, who said: "Me no care. Me have heap cayuses. Not many good white woman."

Dr. Blalock, being the only surgeon in all the Inland Empire at a time when there were no railways and only a few stage lines, had numerous experiences similar to this, generally furnishing his own transportation—a team and buckboard or a saddle-horse. He was at various times summoned on professional calls to Lewiston, Nez Perce, and Lapwai. At Lapwai he was called to see Henry Spaulding, whose parents came to Oregon with Dr. Whitman. Mr. Spaulding was afflicted with appendicitis, and, as he could not be removed to a hospital and the doctor had to operate in very unsanitary conditions, he died some days later.

The professional career of Dr. Blalock covers a period of fifty-two years, including his early practice while studying medicine. His first case was on the 10th of September, 1858. He has preserved no record of the number of his surgical cases and operations during his military, pioneer, and civil life, but has a complete record of the obstetrical cases, including the names, ages, and birthplaces of parents and the names and sexes of children, the last number on the list being 5,021. The child in his ninety-ninth case is now a grandmother and is known by the name of Ninety-nine Davis; should her granddaughter maintain the record of grandmother and mother she may expect to be a mother in eight years more. The doctor hopes all the parties will live to celebrate the event.

Dr. Blalock's first wife died in Mount Zion, Illinois, May 17, 1865, leaving two sons, Yancey and Plato; the latter died at the age of eight. He married, second, December 10, 1865, Marie E. Greenfield, daughter of Abraham and Sarah

Greenfield, and of this union there were three children, Luda (died in 1876), May I., and Rose M. The second Mrs. Blalock died in Walla Walla, December 24, 1886.

The doctor has taken an active part in the promotion and conduct of important enterprises in the Inland Empire. He organized and was at the head of Blalock, Son, and Company, a corporation to build a mill and flume and to manufacture and ship lumber, wood, etc., from what is known as the Blalock Mountain. The company failed for one hundred and forty thousand dollars, with assets of only fifty thousand dollars, whereupon the doctor assumed the liabilities, and in less than five years paid every cent with interest at fifteen to twenty-four per cent per annum—in this matter acting against the advice of his lawyers. He installed the first telephone used in the state, which was employed in the mill and at the end of the flume.

His next noteworthy undertaking was what was known as the Blalock Orchards, two miles west of Walla Walla. In 1876 he purchased, for two dollars and a half an acre, four hundred acres of desert land, which he levelled, put under water, and planted with apple, pear, and cherry trees and small fruits. He shipped the first two carloads of pears from the state of Washington east of the Rocky Mountains, the Oregon Railway and Navigation Company giving him free transportation for them to the World's Columbian Exposition at Chicago in 1893. After exhibiting them there for two weeks he sold them at a net profit of two thousand dollars. The Blalock Orchards have been enlarged to sixteen hundred acres, and have proved a valuable advertisement for the northwestern country. There are now eight artesian wells, all strong and affording a supply of water ample to irrigate the sixteen hundred acres by a system

of pipe lines over twenty miles in length touching every acre. The lands are being sold in five-acre tracts at a thousand to fifteen hundred dollars an acre. The principal owners of the property are John A. Finch, A. B. Campbell, John W. Langdon, and Charles Hussey.

Following his orchard venture he bought twenty-three hundred acres of dry land six miles south of Walla Walla at the price of ten bushels of wheat an acre, equal to two dollars and a half an acre. A third of the first crop paid for the land. This transaction was regarded so unfavorably that the church session of which Dr. Blalock was a member sent a committee to interview him, which advised abandonment of the project, as he would surely be bankrupt if he persisted. He thanked the committee and went on with the work. The second summer's fallow crop averaged forty bushels an acre for the whole farm, and on a thousand acres he raised fifty thousand bushels. He sold the tract at twenty-five dollars an acre to meet the indebtedness of Blalock, Son, and Company, and the wheat was sold for sixty-seven thousand dollars, which was applied to the same purpose.

Another great and successful enterprise was the purchase of seven thousand acres of wheat land in Gilliam County, Oregon. This acquisition was incorporated with other lands amounting to nineteen thousand acres, and the whole property was operated under the name of the Blalock Wheat Association, of which the doctor was president. The association was conducted a few years on the cooperative plan with satisfactory results. Roads were built and fences, houses, and other improvements were constructed, all the business of the association working smoothly and successfully. He established an orchard at the town of Blalock,

Oregon, which is now owned by J. W. Langdon and known as the Blalock Orchard of that place.

He also set on foot the Blalock Islands venture, covering four thousand acres in the Columbia River in Benton County, Washington. The project is one of exceptional attractiveness to those desiring healthful homes, and especially inviting to persons who may wish to establish sanitariums, as the climate is remarkably fine and there are over three hundred bright, sunny days during the year.

Dr. Blalock's largest enterprise, and probably the last of his life, is the development, in conjunction with W. J. Mariner (his lifelong friend), Dean A. W. Hendrick, and Wayne Darlington, of about three hundred thousand acres of desert land under the Carey act in Morrow County, Oregon. The plan contemplates a pumping system by the use of electricity generated by water as the motive power—gravity and power to come from the John Day River and the pumping to be done from the Columbia River.

He was a member of the constitutional convention which formed the state constitution in 1889, was president of the Columbian Exposition for the state of Washington, served two terms as mayor of Walla Walla, and was a member of the city school board eight years. For twenty-seven years he has been a member of the board of trustees of Whitman College, and during the past ten years he has held the office of president of the board. Ever since the organization of the National Rivers and Harbors Congress he has been one of its members, and he has also been a director for the state of Washington from the beginning. For a period of eleven years he served as president of the Northwest Fruit Growers' Association, which increased in membership from one hun-



Thos. C. Edm



dred when organized to over five thousand, and which was the prime factor in building up the fruit industry in the northwestern country. He has been a member since its establishment of the American Medical Association, and he is a member of the State Medical Association of Washington and an honorary member of the State of Idaho Medical Association.

JOHAN C. EDEN, of Seattle, is identified with large manufacturing and other corporate interests, and is known in that community and indeed throughout the Pacific northwest as one of the most conspicuous men of affairs. He was born in Goderich, Ontario, Canada, October 17, 1865, son of William and Jane (Magee) Eden, and is of English descent on his father's side and Irish on his mother's.

Mr. Eden first came to Seattle in January, 1902, to assume the position of traffic manager for the Great Northern Railroad Company, continuing in that capacity until 1906. He then removed to Chicago, where for a year and a half he was engaged in the iron and steel industry as president of the Sharpsville Furnace Company, also acting as director of the Inland Steel Company and president of the Benson Mines Company of New York. Returning to Seattle, he took the leading part in organizing and establishing the Superior Portland Cement Company, sharing with one other pioneer in that industry the distinction of its introduction in the state of Washington. He has occupied the position of president of the Superior Portland Cement Company from its beginning. This company, representing an investment of one million dollars of Seattle capital, has its principal plant at Baker, Skagit County, Washington, and has a producing capacity of one thousand, five hundred barrels

daily. Its cement was awarded a gold medal and the highest award diploma at the Alaska-Yukon-Pacific Exposition, and is extensively used in the construction of buildings of the most modern type, and in connection with notable engineering feats, throughout the northwest.

In addition, Mr. Eden is a director and member of the executive committee of the Western Steel Company (having a capital of twenty million dollars) and a director of the Pacific Paper Board Company (capitalized at one hundred thousand dollars), whose manufacturing plant is now under construction in Seattle. He is also identified with other industrial, as well as railway, enterprises.

He is a member of the Rainier, Golf and Country, Firloch, Arctic, and Seattle Athletic clubs, the Highlands, and the Masonic order.

Mr. Eden married, in 1889, Christabel A. Sweney, daughter of Charles Sweney, of Osage, Iowa.

PHILIP F. KELLEY was from 1893 until his death identified with mercantile interests in Seattle, occupying a prominent and representative position in the business community. He was born in New York City, November 3, 1868, son of John J. and Margaret (Tuey) Kelley, his father having been a native of Ireland and his mother the child of Irish parents in New York. John J. Kelley came to the United States in early life, was a volunteer soldier in the Civil War, participating in many desperate battles, and afterward engaged in business pursuits, for which he had considerable ability. The family removed to San Francisco when the son was eight years old. It was his father's wish that he should become a priest, but having no taste for that avocation, and wishing not to burden his parents with his

further education, as their means had become limited by reverses, he left home at the age of fifteen and went to Portland, Oregon. There he went to night school and completed a business course of study while supporting himself by employment. For about a year he was in the underwriting business in Astoria, Oregon, and he taught mathematics a brief time in a college at Mount Angel, Oregon, conducted by the Benedictine fathers. He then entered the employ of the Johnson-Locke Mercantile Company in Portland, continuing there three years, when, in 1893, he came to Seattle to take charge of a branch establishment of the house. In the fall of the same year he resigned his position and embarked in the brokerage business for himself. A man of brilliant business abilities, he enjoyed success from the start; and in 1901, effecting a combination with the Spencer-Clarke Company, he associated himself with Charles H. Clarke under the firm style of the Kelley-Clarke Company. This concern developed rapidly, becoming one of the foremost establishments in the canned salmon trade on the Pacific coast, with branch offices in Portland, San Francisco, and Spokane.

Mr. Kelly was a man of energetic and enthusiastic nature, was actively identified with religious and other good work, and took a cordial interest in the social side of life. He was an earnest member of the Catholic Church, was one of the originators of the project to establish the Catholic cathedral in Seattle, and probably did as much as any one in that enterprise. He was a member and for one year president of the Rainier Club, a member and one of the most useful and efficient supporters of the Seattle Athletic Club, and a member of the Firloch Club, Seattle Golf and County Club, Highlands, Seattle Riding and Driving Club, and Seattle Horse Show Association.

He died at his home in Seattle, May 18, 1909. The *Seattle Post-Intelligencer*, in an editorial notice of his death, said: "He was type of citizen who combined those rare qualities of business—integrity and high ideals. Although comparatively young in years, Mr. Kelley's business career was closely identified with the commercial uplift of the city. His success marked the advancement of others, and accomplished the establishment of a business institution that from a humble beginning grew to be one of the largest and most representative on the Pacific coast. By his death Seattle sustains a distinct loss." At a meeting of the Chamber of Commerce commemorative resolutions were adopted, expressing the sincere esteem of that body for his "highly commendable business, social, and civic virtues," and testifying its appreciation of "his high ideals, integrity, generous nature, and enthusiastic disposition at all times to exemplify by act his good citizenship whenever the promotion of this city's best interests required."

He married, in Portland, Oregon, April 17, 1893, Susie Agnes Murphy, daughter of M. O. C. Murphy. Her father was a pioneer and for many years a civil engineer in Seattle under the government service. Mr. Kelley is survived by his wife and three children, Philip J., Kathleen, and Margaret Ruth.

FRANK TRUMAN POST, of Spokane, was born on a farm near Potsdam, St. Lawrence County, New York, April 16, 1862, son of John Fobes and Harriet (Lillie) Post. His paternal lineage is traceable to an early colonial period in New England, and one of his ancestors was Colonel Abraham Post, of Connecticut, who fought in the wars against the French and Indians. Both the paternal and



J. J. Scott

maternal grandfathers of Mr. Post, Oliver Post and David Lillie, were natives of northern Vermont, and, following the movement of emigration westward, went to St. Lawrence County, New York, where his father and mother were born, lived, and died. His father, during the latter years of his life, was president of the First National Bank of Canton in that county.

Mr. Post received his early education in the country schools, was prepared for college in the Union School of Canton, New York, and was graduated from the St. Lawrence University in the class of 1883 with the degree of bachelor of arts. In his junior year he took the Sherman Latin prize and Russell oratorical prize. He was a member of the Beta Theta Phi while at the University; and although there was then no chapter of the Phi Beta Kappa at that institution, he was elected to the latter society after his graduation. His alma mater conferred on him the degree of master of arts. Upon the completion of his collegiate course he studied law in the office of Russell, Post, and Robinson, at Canton, and in 1885 was admitted to the New York State bar. He then took a special course of one year in the Harvard Law School. From December, 1886, to March, 1889, he practiced his profession at Lowville, Lewis County, New York. Removing at the date last named to Spokane, Washington, he soon became known for energy and ability in his profession. For some months in 1893 he was corporation counsel, but he resigned that position because of the increasing demands of his private practice. Under the firm style of Blake and Post he was in partnership with Judge Richard B. Blake until the latter's death in 1900. He then organized the law firm of Post, Avery, and Higgins, which still continues, occupying a leading position among

the legal copartnerships of the state of Washington. Mr. Post's practice has always been in the civil branches of the law exclusively, and he has been and is the representative of important interests.

Though his career has been confined strictly to his profession, he has participated somewhat actively, as a citizen, in political affairs. He is a prominent republican, has frequently figured in state and local conventions of the party, and in 1908 was delegate-at-large to the republican national convention at Chicago. He is president of the Spokane County Bar Association and Spokane University Club, and is a member of the Sons of the American Revolution and the Society of Colonial Wars.

He married, August 17, 1893, Mary C. Phillips, daughter of Henry A. Phillips, of Lowville, New York. They have two children, John Phillips Post and Harriet Christine Post, twins, born April 7, 1897.

JOHN TIMOTHY HEFFERNAN was born in Dunkirk, New York, February 10, 1866, son of John and Elizabeth (Mahoney) Heffernan, both his parents having been natives of Ireland. He received a parochial school education until the age of fourteen, when he entered the Brooks Locomotive Works in Dunkirk, and with that concern he continued five years, thoroughly learning the trade of machinist and meantime pursuing technical studies in the night school conducted in connection with the works. Afterward, for some four years, he acquired varied experience in engineering work on railways and in the erection and operation of steam and electric power plants at different places in the United States.

In November, 1889, Mr. Heffernan came to Portland, Oregon, and entered the employ of the Northwest General



John T. Heffernan

Electric Company. That company had a contract to construct a belt line railway in Port Townsend, Washington, and he was sent there as engineer in charge and installed the machinery and equipment for the line. After a residence of nine years in Port Townsend he removed to Seattle, where in 1899 he established the Heffernan Engine Works, an enterprise which has since been prosecuted very successfully. The capital is a hundred thousand dollars, Mr. Heffernan occupying the position of president and treasurer. The works have built the machinery for some seventeen coastwise steam vessels (including the "Jefferson"), have done much other contract business for merchant ships, and have executed large repair contracts for the United States government.

He organized in 1907 the Heffernan Dry Dock Company, with a capital of two hundred and fifty thousand dollars, becoming its president and treasurer. This is the largest concern of its kind in the northwest, and is notable for having in operation the largest one-piece floating dry dock in the United States. One of its dry docks has a capacity of eight thousand tons and another of three thousand, five hundred tons.

In addition to his manufacturing interests, he is president and treasurer of the Heffernan Company, Incorporated, which is one of the largest holders of waterfront property in Seattle. He is a director in the Seattle Trust and Title Company and the Osborn, Tremper Abstract Company.

Though not active in politics Mr. Heffernan is a public spirited citizen, and has always taken an interest in the affairs of the city of Seattle. He is president of the board of park commissioners and a member of the civic plans commission.

He is a member of the American Society of Mechanical Engineers, the American Society of Naval Engineers, the

American Society of Electrical Engineers, the Pacific Northwest Society of Engineers, the Rainier, Arctic, Seattle Athletic, and Seattle Golf and Country clubs, and a very active member of the Knights of Columbus.

He married, January 15, 1895, Nellie Gertrude Lyons, daughter of Cornelius and Catherine Lyons, of San Francisco. Their children are Grace Elizabeth, John, Frank, and Robert.

ALFRED F. COATS, of Seattle, is identified with several important industrial interests of the state of Washington, the most noteworthy being the Washington Portland Cement Company, which has extensive works in Skagit County and of which he is president. Previously to embarking in the cement enterprise he had long been actively and successfully engaged in the lumber business, and he still retains considerable interests in that connection.

Mr. Coats was born in Kent County, Michigan, October 13, 1865, son of Marvin and Margaret S. (Jewell) Coats, and was reared on the paternal farm. In addition to the farm work he was employed from early boyhood in logging in the woods and log-driving on the rivers of his native state, and subsequently followed the same occupations in Minnesota. In April, 1887, at the age of twenty-one, he came to Washington and secured work in the forests at Aberdeen. From that time until 1906 his energies were devoted principally to logging and lumbering operations, in which, during the last twelve years of that period, he was engaged on his own account.

In June, 1905, the first steps were taken toward the creation of the important Portland cement industry to which we have alluded. A site was located in Skagit County on the Baker River near its junction with the Skagit River,



A. F. Coats

at a place then called Baker, whose name has since been changed to Concrete. Manufacturing operations were begun in May, 1907, and the first Portland cement was sent to the Seattle market in July. Up to that time the only Portland cement obtainable in Washington came from foreign countries or the eastern states. The native article at once commended itself by its superior quality as well as its reduced price, and thus came into very general use in building and construction work throughout the northwest. Following the successful beginning made by the Washington Portland Cement Company, another concern, the Superior Portland Cement Company, was established, with a plant near that of the original company in Skagit County. These two enterprises have contributed to a most important degree to the development of the natural resources of the state of Washington, and their stock is owned exclusively by Washington capitalists. They own limestone quarries and clay deposits of unsurpassed excellence, which are practically inexhaustible.

Mr. Coats has been president of the Washington Portland Cement Company since 1906. He is also president of the A. F. Coats Logging Company, of Aberdeen, and the Coats Shingle Company, of Hoquiam.

He is a life member of the Arctic Club and the Elks Club, of Seattle, and also is a member of the Odd Fellows.

He married, in October, 1897, Emma W. Shultz, daughter of William Shultz, of Rochester, Minnesota. Their children: Esther P., George F., William R., and Alfred F.

JOSIAH COLLINS, of Seattle, was born in Hillsboro, North Carolina, June 17, 1864. He is a descendant in the fifth generation of Josiah Collins, who came from England about 1755 and settled in North Carolina; and also on the side of his mother (Sarah Rebecca Jones) he comes from North Carolina stock. After receiving the ordinary country school education he obtained employment, at the age of fifteen, in the county clerk's office of Orange County, where he lived. In 1883, when nineteen years old, he came to the territory of Washington.

Mr. Collins is a prominent citizen, and one of the representative members of the bar, of the city of Seattle. He has always taken a public spirited interest in the progress of that community. During the early period of his residence there he was for two years chief of the volunteer fire department, but with the exception of that position he has never held public office, preferring the pursuit of his profession. He has, however, at all times participated in the discussion of political questions. A democrat until the first nomination of Mr. Bryan, he then joined the republican party, with which he has since acted. He was one of the very few in the state of Washington who opposed the silver agitation, and is said to have been the first man in the state to deliver a speech in favor of the gold standard, on the occasion of his joint debate with State Senator Ed Taylor, of Tacoma, in 1895.

Mr. Collins was chairman of the committee of the Seattle Chamber of Commerce which had charge of the entertainment of President Roosevelt, and also was chairman of the committee selected to entertain the Atlantic battleship fleet upon its visit to Seattle, and superintended the dis-



Josiah Collins



bursement of funds. As a member of the executive committee of the Alaska-Yukon-Pacific Exposition and chairman of the committee on ceremony, music, and special events, all the entertainment features and special events of the exposition, including the entertainment of President Taft, were conducted under his personal direction.

He is a member of the Rainier, Golf and Country, and Athletic clubs of Seattle, a life member of the Arctic Club of Seattle, and a member of the Union Club of Tacoma. In addition, he is a member of the Georgia Society of the Cincinnati and was the organizer and for a number of years president of the Sons of the Revolution in the state of Washington. On the 8th of November, 1910, he was elected to represent the thirty-fifth senatorial district in the state legislative of Washington.

Mr. Collins married, June, 1907, Caroline Wetherill, daughter of Francis D. Wetherill of Philadelphia, and has a son, Josiah.

TIMOTHY DUANE HINCKLEY was one of the earliest comers to the town site of Seattle, arriving there when the place had only about fifty inhabitants. He took an active part in the development of the Puget Sound country, served with credit in various public offices, and lived to witness the advancement of the city of Seattle to its present commanding position. His later career was marked by substantial personal achievement and a corresponding contribution to the progress of the city as one of its representative property owners.

Mr. Hinckley was born in St. Clair County, Illinois, June 30, 1827, son of Timothy and Hannah (Smith) Hinckley, both of whom came from the state of Maine and were

descendants of early and patriotic American families. Reared in the rural locality where he was born, which at that period still retained the characteristics of a frontier settlement, he received his education in the schools kept from time to time by itinerant teachers. From his fourteenth to his twenty-first year he was employed in a flouring mill at Belleville, Illinois, and then removed to Lexington, Missouri, where he owned and operated a sawmill until the spring of 1850. Disposing of that interest, he crossed the plains in a prairie schooner to California and for some three years followed the fortunes of a gold hunter. He was thus engaged in the mining regions on Weaver Creek in Placer County, in the Georgetown diggings, and finally in Trinity County.

In 1853, at the age of twenty-six, he came to Puget Sound, making the journey through the wilderness with Henry Adams and Frank Mathias. Attracted by the settlement of Seattle, he decided to establish himself permanently there or in that immediate vicinity. He first took up a claim on Lake Washington. Obtaining employment in the Port Madison mill, he was engaged there three years, and then was at Port Orchard for about a year. Returning to Seattle, he purchased real estate which later became valuable, including the site of the Phoenix Hotel; and in 1859 he bought the property at Second and Columbia streets, where in after years he erected the Hinckley Block. He devoted himself principally to farming and surveying until 1875, when he made his permanent residence at Lake Union. From that time to his death he was occupied with his valuable property interests in Seattle.

Mr. Hinckley in early life served three terms in the territorial legislature of Washington. He framed and procured the passage of the bill creating the county of Kitsap in the



Dr D Hunkley

legislature of 1856-7; and he was a representative from that county in 1857-8 and from King County in 1859-60. Upon the organization of Kitsap County he was elected the first county treasurer; he was one of the first to hold the office of justice of the peace in King County; and he was for two terms a member of the city council of Seattle. In all his public employments, as in the relations of his business and private life, he was known for a high sense of duty and exercised a valuable influence.

He died February 21, 1907.

Mr. Hinckley married, in November, 1869, Margaret E. Dunn, and of this union five sons were born, Walter, Ira, Lyman, Ferdinand, and Ralph, the last two being deceased.

CHARLES D. STIMSON, of Seattle, was born on a farm in Newaygo County, Michigan, July 26, 1857, son of Thomas D. and Achsah (Spencer) Stimson. He received a public school education in Big Rapids, Michigan, later attending the seminary at Woodstock, Illinois, and Racine College at Racine, Wisconsin. In his boyhood years, during vacations, he was employed in his father's sawmill at Big Rapids, and after completing his studies he became actively identified with the business, acquiring in time a substantial interest and responsibility. From Michigan he went to Chicago, where he was in charge of a lumber yard and planing mill.

Mr. Stimson came to Washington Territory in February, 1889, and located in Seattle. In 1884 his father, Thomas D. Stimson, began an exhaustive investigation of the great American timber districts under the supervision of James M. Roe, who is still a resident of Seattle. Mr. Roe inspected every important timber district between the Atlantic and

Pacific oceans, and during the four years occupied by his labors his reports were carefully examined and many of the tracts were thoroughly investigated. The result of this practical plan of procedure was the selection in 1889, over other American localities, of the Puget Sound country for the timber and lumber manufacturing business that has since been conducted on an extensive scale by Mr. Stimson and his associates. The Stimson Land Company was organized in 1889 and the Stimson Mill Company in 1890.

The career of Mr. Stimson has been marked not only by large and successful business enterprise but by public spirited though entirely unassuming usefulness as a citizen, and in the respects of character and wholesome unfluence he is one of the representative men of Seattle. He is president of the Stimson Mill Company, secretary of the Stimson Land Company, and president of the South Seattle Land Company and the C. D. Stimson Company. He served as one of the directors of the Alaska-Yukon-Pacific Exposition, is prominently connected with the Chamber of Commerce, is a member of the Rainier Club and Seattle Golf and Country Club, member and president of the Highlands, and was for nine years commodore of the Seattle Yacht Club.

Mr. Stimson married, September 14, 1882, Harriet Overton, daughter of William E. Overton, of Big Rapids, Michigan, and has two children, Thomas D. and Dorothy.

THOMAS CARSTENS, of Tacoma, founder and president of the Carstens Packing Company, and prominent in other enterprises, was born in Husum, Prussia, January 11, 1865, son of Peter and Dorothy Carstens, his father (born



W. H. Hinson

1838) having been a native of Husum and his mother (born 1832) of Rantrum. He was reared in his native place, a village about eighteen German miles north of the city of Hamburg, attending school until fourteen years old. From early boyhood he assisted his father, who conducted a small butchering business, killing one beef, two or three sheep, and about six calves weekly, and by the time he left school had become almost a practical butcher. He was with his father in that occupation until the spring of 1861, when his uncle, John Carstens, came on a visit to Husum from his home in Medford, Wisconsin. The uncle proposed that Thomas should return with him, and this was agreed to on the understanding that the boy would be put to school for two years and then be sent back to Germany.

After arriving in Wisconsin the educational plan was given up and young Carstens went to work in the butcher shop of his uncle, continuing with him three months without pay. He then obtained employment with another butcher in the same town, receiving for his services fifteen dollars a month "and found." In November, 1881, when the town was practically frozen up and there was nothing for him to do in his trade, he went as chore boy in a logging camp for eight dollars a month and found, but the following spring resumed his former position, his wages being advanced to twenty dollars.

Desiring to finish his trade, he next entered the establishment of Christ Ernst in Milwaukee. This was in the fall of 1882. Ernst was known as the hardest man in Milwaukee to work for. The hours of employment were from five in the morning until nine at night, with no time of rest except that necessary for meals, and the recompense was eight dollars a month and found. But the experience was highly valuable, as it enabled him to perfect his knowledge of the business

and he would have stayed all winter had it not been for the refusal of his employer to let him stop work at eight o'clock three evenings in the week in order to attend night school. He was next a workman in the packing house of Plankington and Armour, of Milwaukee, until "laid off" for the holidays with four hundred other employees, when, having no money to sustain himself in idleness, he procured a position in a local butcher shop.

At the beginning of January, 1883, he left Milwaukee with the intention of going to Oregon, but stopped at Fondulac to visit another uncle, who was a member of the butchering and packing firm of Bartlett and Carstens, the largest of its kind in that place. Accepting an offer of employment, he was in charge of the slaughtering, packing, and sausage business of the firm until the spring of 1884, when he left and came to the Pacific coast, arriving in Portland, Oregon, on the 23d day of March, 1884. The next morning he started to work for O'Shea Brothers, then the largest wholesale and retail butchers of Portland, whose concern was afterward merged in the Union Meat Company. He was with the O'Sheas a little over four months in the capacity of meat cutter and sausage maker at thirty-five dollars a month and found, with hours of labor from four in the morning till eight at night, finally giving up the position much against the wish of his employers, who found his services highly satisfactory.

In August, 1884, he came to Centralia, Washington, and from that place took Frank Montgomery's stage to Montesano in Chehalis County, where a week later he embarked in the butcher business on his own account as member of the firm of Kesterson and Carstens. This first business venture was undertaken when he was only nineteen and a half years old. After about a year he bought out his partner and con-



Thomas Carstens

tinued the establishment alone. It proved, however, that the time and circumstances were most unfavorable for financial success. There was hardly any money in Chehalis County, and what little meat he disposed of at wholesale in the towns of Hoquiam and Aberdeen (which then were just beginning) was paid for with orders on the general store of the Hoquiam Milk Company for such goods as he might want. In 1886 he sold out to his competitors, Metcalf Brothers, and filed on a government preemption claim near Montesano, upon which he proved up six months later.

The next move of Mr. Carstens was to Seattle. On the day of his arrival he was engaged as sausage maker in the wholesale and retail butcher concern of Smith Brothers, but remained with them only a month, when he was employed for a time by Rice and Gardner, first as slaughter man and afterward as shop man. Through the influence of a friend he secured a position at fifty dollars a month on the excursion steamer "Olympian," running to Alaska, and made four trips to that country. In September, 1887, he returned to Rice and Gardner on a salary of sixty dollars a month and found (which was then considered the highest paid in Seattle), working sixteen hours a day.

In December, 1887, owing to an attack of rheumatism, he went, by advice of his physician, to live in Los Angeles, California. It was during his residence there that he became a naturalized citizen of the United States. Having sold for twelve hundred and fifty dollars his Montesano claim (a property containing eight million feet of timber with a creek running through the center of it), he invested a portion of the sum in Los Angeles real estate, which he still owns. He purchased an interest in a small Los Angeles slaughter house, devoted his attention to it for about six months, and then sold

out. From the fall of 1888 until the spring of 1889 he was employed by Butner and Goss, wholesale and retail butchers in Pasadena, California.

Being called back to Seattle by a lawsuit involving real estate in which he was interested, Mr. Carstens arrived in that city on the old steamship "Multnomah" from Tacoma, at about three o'clock in the afternoon of the day of the great fire, June 6, 1889. It was his purpose to return to Pasadena and go into partnership with William Butner, but circumstances caused him to remain in Seattle. Taking charge of the wholesale and retail market of Herman Meyer at Pike Street and First Avenue, he was with him until the spring of 1890, when, although offered by Mr. Meyer a one-half interest if he would stay, he left to try his hand at running a new hotel that he had built on Main Street between Fourth and Fifth avenues. This property he afterward traded for a wheat ranch in a "sight-unseen" transaction, the final result of which was loss of the ranch.

In July, 1890, when twenty-five years old, Mr. Carstens, in conjunction with his brother, Ernest Carstens (now president of the German American Bank of Seattle), purchased a retail butcher business at the corner of Fifth Avenue and Yesler Way, Seattle. Six months later a start was made in the wholesale line, and the trade grew rapidly. During the next eight years he devoted half of his time to riding the ranges of eastern Washington, Oregon, and Idaho, personally buying his supplies of cattle, and the other half to building up the business in Seattle, with various trips to Alaska, which resulted in contracts for furnishing the Treadwell, Nowell, and other mines with meat. This required the most continuous application, especially while attending to the purchasing and shipping operations, as he not only did all

the buying but went with the stock from the ranges to his slaughter houses. For perhaps a third of the time he would be up all night, in the saddle or on top of stock trains, occasionally varied with the shelter and comfort of a caboose. By 1899 the business had extended so largely that he was obliged to give his exclusive attention to the office affairs and employ assistants to look after the buying. The slaughter and packing house of Carstens Brothers was in 1893 permanently located on the Grant Street bridge, below Beacon Hill, Seattle. In 1900 and 1901 branches were opened in Dawson, Nome, and Skagway, Alaska, to supply the new gold fields. From some of the ventures thus made a hundred per cent was realized, but others were total losses. A shipment in 1901 of twenty steers, each weighing a ton, resulted in a wreck on the Yukon River, nineteen of the cattle being drowned and the three men who were with them barely escaping with their lives. Beef carcasses sold in Dawson in 1902 at seventy-five cents a pound, while dressed mutton brought as high as ninety-five cents. On the whole, there was as much money lost as made by Mr. Carstens in his early Alaska enterprises, but the "Seattle spirit" was back of them.

In 1901 and 1902 the Carstens Brothers, with James Henry and the Frye Bruhn Company, were sued by the Beacon Hill people to vacate the slaughter houses. At the trial of the case Thomas Carstens went before Judge Tallman with his head fertilizer man and told the plain, simple truth, that no slaughter or packing house could be run anywhere without the so-called packing house odor (not at all nauseating to some people and absolutely harmless), adding that his packing house was as clean and as little to be objected to on the score of the odor as any in the country. Upon the frank statement thus made his place was condemned, while the

other two were permitted to remain, but as the result of industrious effort in petitioning the state supreme court he was not disturbed pending the necessary arrangements for removal. Not being able to find another suitable location in Seattle, he acquired the site and ruins of the old Pacific Meat Company in Tacoma, and after purchasing his brother's interest in the firm erected a new establishment, which was completed in August, 1904, the Seattle plant being abandoned. The old name of Carstens Brothers was retained until 1906, when he incorporated the concern as the Carstens Packing Company, with a capital of seven hundred and fifty thousand dollars. Mr. Carstens has occupied the position of president of the company since its organization. Branch houses are operated in the state of Washington at Bellingham, Everett, Seattle, Bremerton, Black Diamond, Roslyn, Cle Elum, Ellensburg, Olympia, Aberdeen, Centralia, Raymond, and South Bend; in Oregon at Portland, and in Alaska at Kandle, Nome, Juneau, Douglas, Seward, Cordova, and Skagway.

During the year 1909 the company slaughtered forty thousand cattle, eighty-two thousand sheep, sixty-two thousand hogs, five thousand calves, and two thousand goats. It manufactures fertilizers, glue, bone-meal, chicken-feed, all kinds of sausage, jellied and pickled goods, lard and lard compound, ham and bacon, and tans and pulls the wool of sheep-skins. The transactions of 1910 showed an increase of about twenty-five per cent. A great deal of work is in progress or contemplated in the way of enlarging the facilities and installing new machinery. The Seattle branch is a cold storage and sales plant, located on First Avenue, South, in a four-story and basement brick building, one hundred by one hundred and fifty feet.



George Lawler

Mr. Carstens, besides being president of the Carstens Packing Company, is president of the Tacoma Wheat Land Company, president of the Pacific Oil Mills, and director of the National Realty Company of Tacoma. He is a member of the Seattle Chamber of Commerce, Seattle Commercial Club, Arctic Club of Seattle, Seattle Manufacturers' Association, Duwamish River Improvement Club, Tacoma Commercial Club, and Tacoma Chamber of Commerce.

He married, September 17, 1910, Stacie C. McKeown, daughter of James and Margaret McKeown.

GEORGE LAWLER, of Tacoma, is the son of Peter Lawler and Ellen Harriet Taylor (Gregory) Lawler, and was born in Carlinville, Illinois, July 28, 1861. His father was killed in the Civil War at the battle of New Hope Church, leaving the family wholly unprovided for. From his earliest years he was compelled to help his mother, as best he could, to gain a livelihood. He did such work as he could at home, went on errands for the neighbors, and, as he grew older, worked on a farm. He received his education in the public schools, graduating from the high school at Pontiac, Illinois, and finally attending Grand Prairie Seminary and Commercial College at Onarga. After leaving school he was employed as a clerk and then as telegraph operator and railroad agent, bookkeeper for a lumber company, and finally manager of "String" Five lumber yards for Anderson and White in Iowa.

He came to the coast in 1888, arriving in Tacoma in December, and secured employment first as bookkeeper for the Pacific Mill Company, which then had a mill on the waterfront near the Smelter. At that time vertical grain lumber was much in demand, because it had been found

very desirable for flooring, and logs were sawed so as to yield as much lumber of that kind as possible. But observing the beauty of some planed boards which had been cut so as to show the picture that every fir board sawed into what is now known as "slash grain" lumber shows when nicely dressed and varnished, and rightly believing that lumber cut in that way would in time become popular, he urged his employers to attempt to popularize it. They yielded to his advice and followed it until about three hundred thousand feet had been put in pile and nobody could be induced to buy it. During the panic of 1893 this lumber, which had become thoroughly seasoned, was sent to San Francisco and finally sold for firewood, as nobody would buy it for any other purpose. Since then the beauty of "slash grain" fir has become generally recognized, and the stock which during the panic years nobody in San Francisco wanted, would now command the highest price if offered there or elsewhere.

After the failure of the Pacific Mill Company, Mr. Lawler went to Mason County, where he worked for a logging company in almost every capacity from logger to bookkeeper, and then built a mill of his own on borrowed capital and failed. Before he had recovered from that disaster his attention was attracted to the tide lands lying in front of Tacoma, which then were part of the Puyallup Indian reservation and were offered for sale at very favorable terms by C. A. Snowden, the commissioner appointed under the act of congress of March 3, 1893, providing for their sale. After careful investigation he borrowed thirty-five hundred dollars from his relatives and friends, induced one friend, the late Dr. Fred C. Miller, to invest fifteen hundred dollars with him, and purchased one hundred and fifty acres in

Sections 2 and 3 at an average price of a hundred dollars per acre, which at that time was the largest single purchase that had been made through the commission. The entire five thousand dollars was required to make the first cash payment and would have been lost if the remaining payments, amounting to ten thousand dollars more, were not made. But the property steadily advanced in value, the deferred payments were made, and the land is now easily worth half a million dollars.

Mr. Lawler is an independent republican in politics, but has never held a public office. He is a member of Trinity Episcopal Church, a thirty-second degree Mason, past master of his lodge, and past grand orator of the grand lodge of Washington. He is also a member of the Commercial and Country clubs.

He has been twice married, first to Miss Hannah Ann Magnolia Ward and second to Mary Florence Ward, his first wife's sister. He has two children, Ellen Essa (Mrs. Ralph Allen Younkin of Tacoma) and George Ward (attorney-at-law of Tacoma), and two grandchildren, Virginia and Marguerite Younkin.

From the most humble environments, through many years of discouragements, when failure seemed to dog his footsteps, Mr. Lawler has fought his way cheerfully and hopefully until, now crowned with success, he is enjoying the happy reflections of a well-spent life—as a general might look back at the battles he lost or won. His friends delight to call him the "King of the Tide Lands," more for his stubborn tenacity and optimism, once his faith in them was fixed, than on account of his well-earned success.

WALTER OAKES, of Seattle, was born in St. Louis, Missouri, November 22, 1864, son of Thomas Fletcher and Abby Rogers (Haskell) Oakes. He received his preparatory education in the Phillips Academy at Andover, Massachusetts, and was graduated from Harvard College in the class of 1887. After his graduation he resided in his native state until 1889, when he came to Puget Sound, and he has since been a citizen of Washington, actively and successfully engaged in business enterprises. From 1889 to 1904 he lived in Tacoma, and from the latter year to the present time has been a resident of Seattle.

Mr. Oakes was formerly extensively engaged in shipping operations, being secretary and treasurer of the Puget Sound and Alaska Steamship Company, superintendent of the Puget Sound division of the Northern Pacific Railway Company (embracing its water transportation interests), and president and treasurer of the Alaska Steamship Company. In 1906 he retired from his connection with the shipping business, and he has since been president and treasurer of the Roslyn Fuel Company, owning mines and conducting agencies throughout the state.

He is a member of the Washington society of the Sons of Revolution, the University and Rainier clubs of Seattle, the Union Club of Tacoma, and other social organizations.

Mr. Oakes married, May 24, 1903, Mary Beekman Taylor, daughter of Cortlandt M. Taylor, and has three children—Mary Beekman, Thomas Fletcher, and Maud Van Cortlandt.



Walter Oakes

DANIEL PAGE SIMONS was born on a farm at Dryden, New York, September 3, 1839, son of Adam Simons. He was reared and educated in his native place, continuing there until the age of twenty-three, when he enlisted at Binghamton, New York, as a private in the One Hundred and Ninth New York Volunteer Infantry. With that regiment he served in some of the severest battles of the Civil War, including the Wilderness, Spottsylvania, and Cold Harbor. At Cold Harbor he was seriously wounded. Being transferred to a military post at Elmira, New York, he remained there until the end of the war, when he was mustered out as adjutant of his regiment.

As a boy he had become somewhat familiar with the lumber business in Tompkins County, New York, then a pine and hemlock country, and after leaving the army he embraced an opportunity in that business with the firm of Sage and McGraw, of Saginaw, Michigan, with which he continued for three years, most of the time as foreman of the lumber yard owned by the concern at Toledo, Ohio. In 1869 he went to Eau Claire, Wisconsin, as agent for McGraw and Dwight, selecting and purchasing Wisconsin timber lands for them; and later he became agent for H. W. Sage and Company, of Ithaca, New York, whom he served in a like capacity in the state of Wisconsin. During the latter part of his residence in Eau Claire he was manager in Wisconsin of the lumber operations of W. J. Young and Company, of Clinton, Iowa, extensive white pine lumber manufacturers. For some years he was in charge of the Chippewa River Improvement and Log Driving Company, and he was a stockholder and director of the West Eau Claire Mill Company, lumber and shingle manufacturers.

In the latter concern he was associated with such well-known lumbermen as John S. Owen, W. S. Sherman, and others. He was an incorporator, stockholder, and for a time president of the Eau Claire Roller Mill Company, and was an organizer and stockholder of the Eau Claire Linen Mills.

Owing to the ill health of his wife, Mr. Simons removed in 1889 to Los Gatos, California, where he resided until his death (September 20, 1910). He continued, however, to maintain an active interest and participation in the lumber business, being especially concerned in large purchases of timber lands in the state of Washington for the Sound Timber Company. The holdings thus acquired are now looked after by his son, D. P. Simons, Jr., who is chief fire-warden of the Washington Forest Fire Association, and prominent in protection and conservation work in the west. Mr. Simons also retained his connection with the Sage interests, and in behalf of the Sage Land and Improvement Company bought extensive tracts of redwood timber in Mendocino and Humboldt counties, California.

After going to Los Gatos he entered heartily into every public interest in the town. He became identified with the Mountain Spring Water Company and was one of its directors; and also was a director of the Beau Spray Pump Company, a large manufacturing concern of San Jose, California, and Cleveland, Ohio.

"Mr. Simons," said the *American Lumberman* at the time of his death, "was a generous and earnest worker for the public good. He was president of the Young Men's Christian Association at Eau Claire, Wisconsin, for several years, a trustee and treasurer of the Congregational Church, and a liberal contributor to both organizations. He was one of the incorporators of the Eau Claire kindergarten school and



D. P. Simons

was prohibitionist candidate for mayor of that city. At Los Gatos he served on the town board for four years, and, as chairman, had served as *ex officio* mayor. He was president of the Clean County Cooperative Club, of Santa Clara County, California, and was an earnest worker in behalf of civic righteousness and ready at all times to devote his means and personal services to the cause of good citizenship with as little regard for his personal affairs as he showed when a defender of his country. He was a man of quick conception in business affairs and had the respect and confidence of his friends and business associates. Although seventy-one years of age he took an active interest in business affairs until the time of his death. As soldier, lumberman, and public officer he showed a record of high and clean accomplishment, and in his removal an irreparable loss has been suffered by all who had the privilege of his acquaintance."

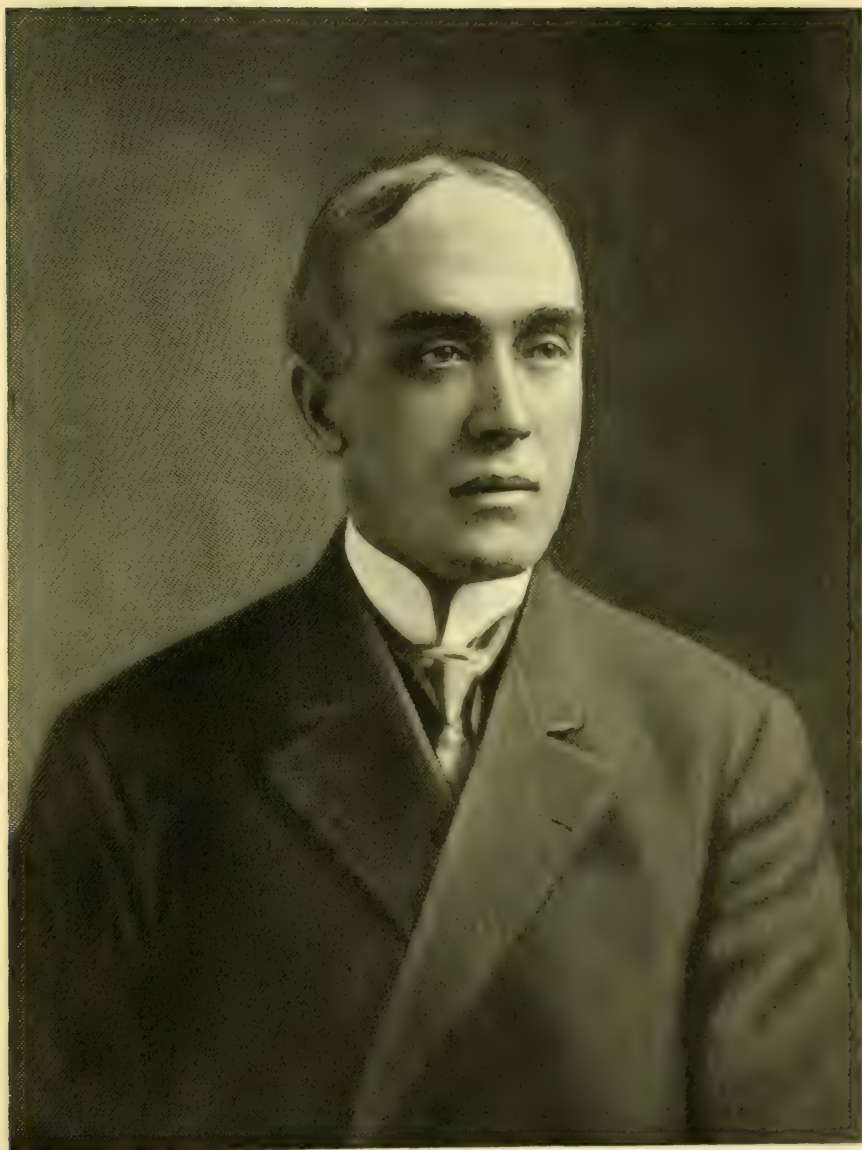
He married, in 1892, Miss Mary Norris Cochran, of Toledo, Ohio, who survives him.

H. P. STRICKLAND, president of The Vulcan Iron Works of Seattle, was born in Sacramento, California, son of David F. and Susan Elizabeth (Phole) Strickland. He received his education in private schools at Sacramento, Livermore, and Oakland, the public schools of San Francisco, and two private colleges of California. While attending preparatory college with a view to entering the University of California, a very favorable business offer was made to him, and he accordingly discontinued his studies, becoming general storekeeper and chief clerk of the mechanical department of the Oregon Pacific Railroad. After serving four years in those capacities he resigned, and, in March,

1893, came to Seattle with Isaac Hulme, under whom he accepted a position in the old plant of The Vulcan Iron Works Company on the waterfront between Union and University streets. That location was vacated and a new plant was built on Seattle Boulevard and Fourth Avenue, South, in December, 1899. The company was reorganized on the 2d of December, 1901, under the style of The Vulcan Iron Works, taking over all the holdings of the former Vulcan Iron Works Company, with Isaac Hulme as president and manager and H. P. Strickland as secretary and treasurer.

Mr. Hulme was regarded as without any exception the most thoroughly posted and practical manager of a shop or manufacturing concern on the Pacific coast, and it was under his efficient direction that Mr. Strickland's experience was principally obtained. After the death of Mr. Hulme (which occurred August 31, 1909), Mr. Strickland succeeded to the office of president and manager, in which he has since continued.

Plans were begun in July, 1909, for the construction of the large new modern plant, which has recently been completed on Fourth Avenue, South, and Connecticut Street, occupying four acres and consisting of thirteen buildings. This is the only plant of its kind on the Pacific coast equipped throughout with absolutely up-to-date motor-driven machinery; and it has every possible convenience for the handling of material economically, as well as for the benefit of the workmen. "The thought was to create an institution equipped with every known device for the saving of time and labor and with extraordinary regard for the comfort and well-being of its employees. In addition to the cost of the site, the upbuilding of The Vulcan Iron Works called for an expenditure of two million dollars. The plant was



A. P. Strickland

designed and constructed under the personal supervision of Mr. Strickland. The site lies to the east of the Northern Pacific and Great Northern tracks, and, by its own spurs, has direct connection with six transcontinental lines and easy access to the waterfront. Experts who have visited the plant declare that for scientific and economical operation and for the comfort of the men the Vulcan is without an equal."

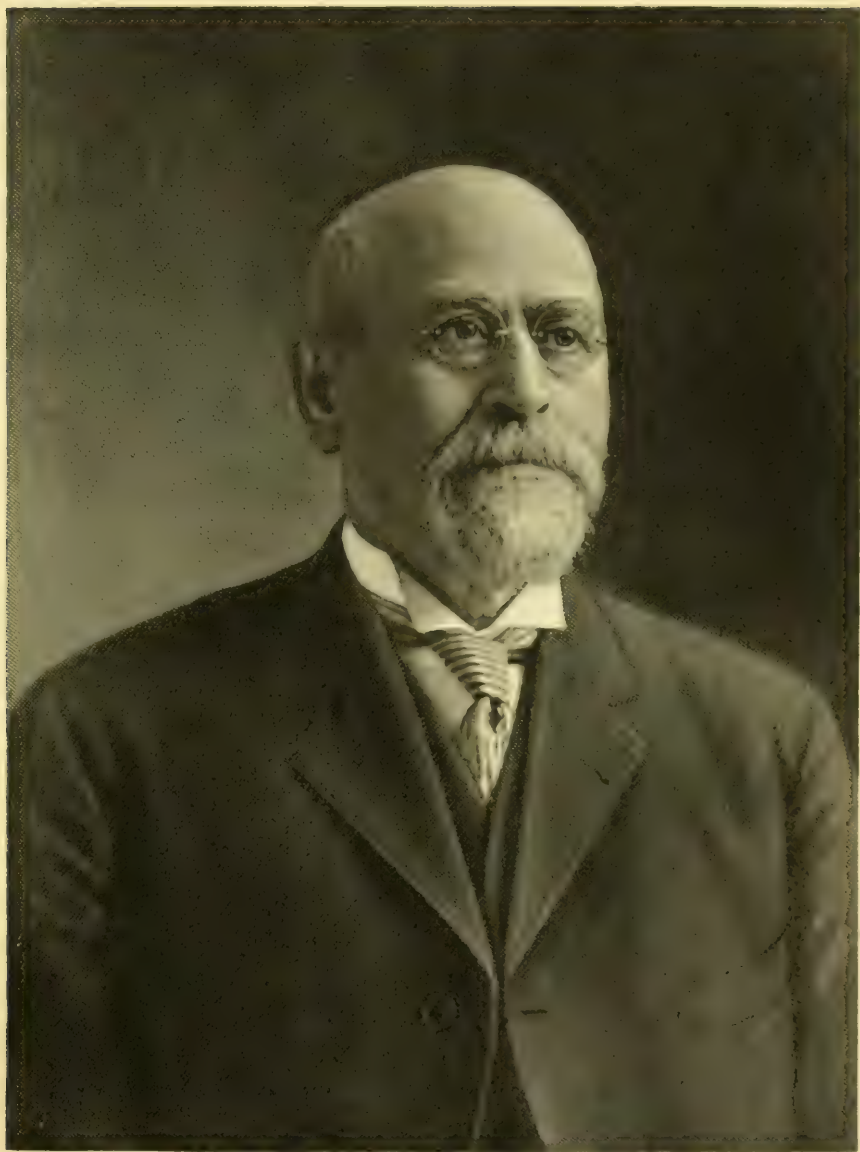
Mr. Strickland is a strong believer in the mutual obligation, as well as advantage, of general and reciprocal cooperation among the business interests of the northwest, to the elimination, so far as possible, of the diversion of their substantial resources to eastern companies. He is firmly convinced that the future of the northwestern country, and particularly of the city of Seattle, depends largely upon the development of manufacturing industries, as well as general commercial enterprises, within their immediate geographical sphere, and consequently that mutual support is the only sound business policy. In the construction of the new two million dollar plant for The Vulcan Iron Works he adhered to this policy as closely as practicable, in one instance giving to a northwestern firm a contract for one hundred thousand dollars' worth of machinery which he could have secured in the east for five thousand dollars less. "The time has come," says he, "when, if we are to build up the industries of the northwest, we must work to keep business at home. This thing of talking home industry and then going east to buy goods must stop if Seattle ever hopes to be a manufacturing center."

He is a member of the Seattle Chamber of Commerce, Arctic Club, Firloch Club, Seattle Golf and Country Club, Seattle Athletic Club, Tacoma Golf and Country Club, and other organizations.

WILLIAM WALKER was born in Solon, Maine, November 1, 1840, son of James Martin and Eliza (Heald) Walker. (For particulars of the ancestry of the Walker family, see page 120 of this volume.) He received a country school education, supplemented by an academy course in Skowhegan, Maine. When fifteen years old he left the paternal farm and engaged in employment in a carriage factory in East Madison, subsequently working for some time in a machine shop in the same place. For a number of years before removing to Washington he was a partner in a chisel and skate factory in Skowhegan, an interest which he disposed of at a loss upon making his change of residence.

Mr. Walker came on a visit to Washington, by way of Panama, in 1868, to see his brother Cyrus and with a view to informing himself of the advantages of the country. Remaining until the completion of the overland railway to California, he returned by that route; and in 1870, having sold out his interests in the east, he again made the westward journey, bringing his family. Locating in Port Gamble Washington, he assumed the position of master mechanic in the mill of Pope and Talbot, later becoming engineer-in-chief, and in the latter capacity he has continued to the present time. In 1877 he purchased stock in the Puget Mill Company, being the only man except the original owners (and their heirs) to acquire stock in that concern, which from the beginning was noted as a close corporation.

The Puget Sound Commercial Company was organized in 1877 as an accessory enterprise of the Puget Mill Company, primarily for the purpose of owning and operating vessels to carry the mill products, and incidentally to con-



Mr. Walker

duct a general carrying trade to foreign ports. The Puget Mill Company was and is a California corporation, transacting business in Washington; whereas the Puget Sound Commercial Company has always been a strictly Washington enterprise. Of the latter Cyrus Walker was president; William Walker has been vice-president from the start. Various subsidiary companies have been instituted from time to time to attend to certain branches of the business relating to and closely connected with the original Puget Mill Company. Investments have been made in timber lands in different localities, many of which have increased largely in value with the rapid progress of the state. The Puget Mill Company has developed a number of tracts of its holdings near the city of Seattle, and has laid out several city additions, which are now among the most attractive and desirable in the outlying parts of that community.

Mr. Walker's long connection with the lumber producing interests of Washington has been distinguished especially by efficient work in connection with the indispensable technical details of manufacture conformably to the local conditions and requirements. In the early times the Washington mills were built on eastern models and so were not of sufficient size or equipment to handle the timber of this coast. Mr. Walker did very much to overcome that handicap by suggestions to the eastern makers of mill machinery and by a number of inventions of his own, which were never patented and so came into general and unrestricted use. He is regarded, indeed, as one of the principal men of the northwest in the evolution of mill machinery and the general development of technical milling operations. He is still a student along those lines and an active and practical contributor to improvements.

He is active and prominent in the Masonic fraternity, being a member of Franklin Lodge No. 5, F. and A. M., of Port Gamble (the second oldest lodge in the state), and also belongs to the Seattle Commandery and the Scottish Rite (Lawson Consistory, thirty-second degree). He is a member of the Rainier Club and a life member of the Arctic Club and the Seattle Athletic Club.

Mr. Walker married, January 24, 1864, in Skowhegan Maine, Emma Jane Williams, daughter of C. A. Williams; she died July 6, 1910. He has one child, Maud, wife of Edwin G. Ames, of Seattle.

EDWIN GARDNER AMES, of Seattle, has been actively identified with the lumber producing interests of Washington for the past twenty-nine years, and is today one of the best-known men in that representative industry of the state. He was born in East Machias, Maine, July 2, 1856, son of John K. and Sarah (Sanborn) Ames, both of whom were of original English descent. In the paternal line his early American ancestors were mostly seafaring men, but his father engaged in lumbering enterprises, in which he became one of the prominent and successful operators in Maine.

Edwin Gardner Ames was educated in the public schools of Machias, Maine, and Providence, Rhode Island, being graduated in the high school course in 1875. As a boy he acquired a familiarity with the lumber business by employment in connection with his father's interests, and he also worked for some time in a general merchandise store in Machias. In 1897 he came to San Francisco, where for two years he was employed as collector by the firm of Pope and Talbot, one of the large lumber concerns of that city.



Edw. G. Ames

He removed in October, 1881, to Washington Territory to accept an offer from the Puget Mill Company. He first served in the humble capacity of time-keeper in the mill at Port Gamble, and was steadily advanced to the position of business manager, in which he still continues, with headquarters in the general offices in Seattle. The Puget Mill Company is one of the largest concerns of its kind in the United States, and Mr. Ames, from his identification for so many years with its responsible management, occupies a position of exceptional prominence in the lumber trade.

In addition to his connection with the Puget Mill Company he is director and vice-president of the Seattle National Bank, director of the Metropolitan Bank of Seattle, trustee of the Washington Savings and Loan Association, for the past eight years has been president of the Pacific Lumber Inspection Bureau, is director of the Pacific Coast Lumber Manufacturers' Association, and has various other substantial interests.

For a period of eleven years he served as county commissioner of Kitsap County. In his political relations he is a republican, but has not been active in party councils, merely taking the interest of a good citizen in public affairs. He is a thirty-second degree Mason, a Knight Templar, a member of the Scottish rite, and a Shriner, belongs to the Hoo-Hoo Association, and is a member of the Rainier, Arctic, Seattle Athletic, Commercial, and Metropolitan clubs, of Seattle, and the Union Club, of Tacoma.

Mr. Ames married, October 17, 1888, Maud Walker, daughter of Willam Walker, of Seattle and Port Gamble.

RUFUS H. SMITH, M. D., of Seattle, was born in Union, Monroe County, West Virginia, December 6, 1851, son of Granville G. and Carolina A. (Clark) Smith. His mother was a great-granddaughter of the noted Major John Clark. He received a public school and high school education, and, deciding on the profession of medicine, entered the College of Physicians and Surgeons in Baltimore, where he obtained his degree in 1877. Embarking in professional practice at Craig, Missouri, he continued there until 1889, when he came to Seattle.

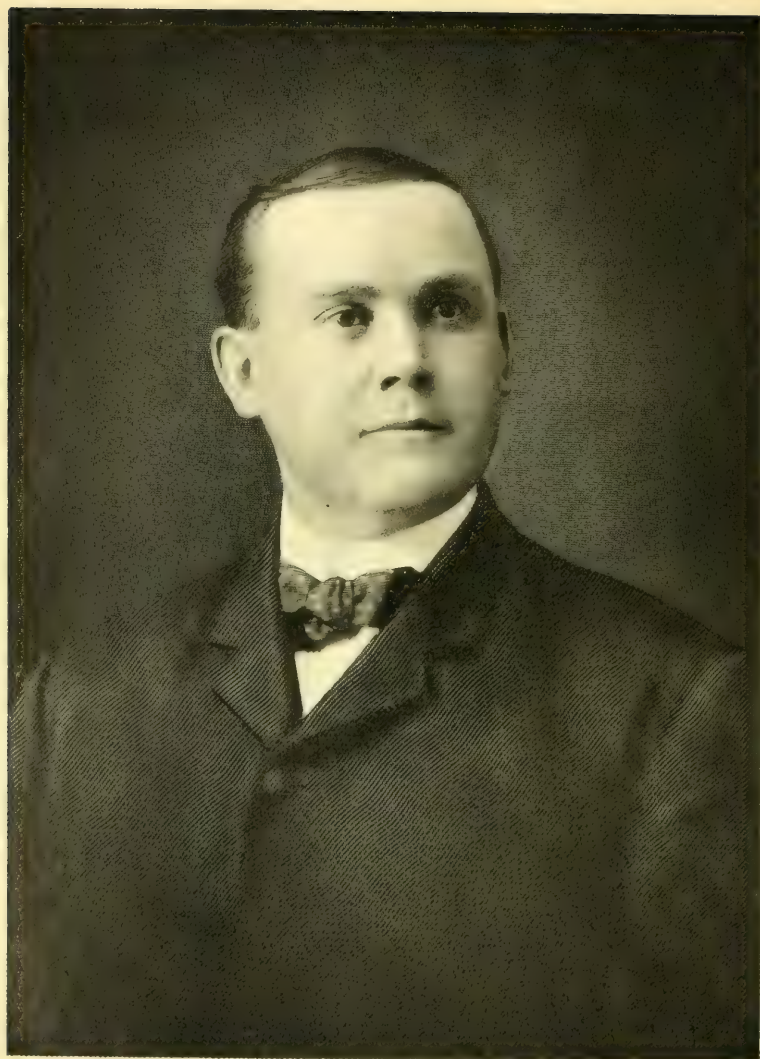
Dr. Smith was for six years a successful and prominent physician and surgeon of that city. He was employed as chief surgeon by the Great Northern Railroad Company and the Columbia and Puget Sound Railroad Company until 1895, when he retired from practice, and he has since devoted his attention to his property interests in Seattle real estate and timber lands. He is a member of the Rainier Club and the Seattle Athletic Club.

He married, September 5, 1889, Frances Bilby, daughter of John S. Bilby, and has one daughter, Margaret B.

JOHN JAMES SMITH, M. D., was born in Salt Sulphur Springs, West Virginia, June 5, 1869, son of Granville G. and Carolina A. (Clark) Smith. He received a public and high school education in his native state, also attending the Concord State College, and was graduated in medicine from the Long Island Hospital Medical College of Brooklyn, New York. In June, 1891, Dr. Smith came to Puget Sound, establishing himself in the practice of his profession at Franklin, King County. He enjoyed marked success in his professional work, and also became prominent and influential as a citizen and in public affairs. In 1899 he was



Rufus W. Smith.



J. J. Smith

elected a member of the house of representatives of Washington, and from 1901 to 1905—two terms—he served in the state senate, occupying the distinguished office of president of that body in 1903. He was known as the father of the Pure Food law of Washington.

From 1901 until his death, in November, 1910, Dr. Smith resided in Enumclaw, King County. He was vice-president of the State Bank of Enumclaw, actively identified with the Masonic fraternity, and a member of the Union Club and University Club of Tacoma.

He married, October 14, 1903, Selma, daughter of C. M. Hansen, and had two children, Bernice and Rufus.

HARRY WHITNEY TREAT, of Seattle, was born in Monroe, Wisconsin, December 13, 1865, son of Joseph Bradford and Priscilla (Gould) Treat. Both his parents were born in the state of Maine and were descended from original English ancestors. After receiving an elementary education in the public school of Monroe he entered the Morgan Park Military Academy of Chicago, and from there went to Cornell University, where he completed his literary studies, finally taking a course in the Harvard Law School with special reference to corporation law. From 1888 to 1892 he was connected with the wholesale department of the house of Marshall Field and Company of Chicago. In 1892 he became a member of the firm of Helliwell, Treat, and Company, engaged in the real estate business in Chicago, the firm style being changed in 1895 to Treat and Peck. He removed in 1898 to New York City, and continued there five years, conducting his enterprises under his individual name at No. 65 Wall Street. The years 1903 and 1904 were spent in London and Paris.

In May, 1905, Mr. Treat, with his wife, daughter, and servants, came from London to Seattle. He was firmly convinced that that place was destined to become a great city, and was resolved to make it his permanent home. Although before his arrival he had not a single acquaintance in Seattle, he immediately selected a house site on the top of Queen Anne Hill and built there a thirty-room residence in the old English style. He also embarked without delay in real estate ventures, which in their results demonstrated a remarkable judgment of prospective values. At that time there was much excitement concerning the South End tide flats, and the over-night profits made in those investments concentrated the attention of the real estate public and other buyers southward. Mr. Treat, however, had independent views, and began buying everything he could find at a fair price in the northern part of the city, until he had acquired hundreds of acres and much waterfront. To and through this property he constructed his own street railway, with a three cent fare. The enhancement in value of his North End property in five years has exceeded a million dollars.

He is president of the Pacific Trust Company and interested in various other financial concerns and industrial enterprises. Known for his large and highly successful and useful investment and development undertakings, he is regarded as one of the representative citizens of Seattle. He is an enthusiastic believer in the future of that city and the northwest, and is an assiduous promotor of and liberal contributor to every good cause in their interest.

Mr. Treat is president of the Washington State Art Association, Seattle Tennis Club, Seattle Horseshow Association, and Seattle Aero Club. He brought the first road coach and hansom cab to the northwest, with many other



M. W. East



Frederic K. Struve

smart traps. He is vice-president of the Highlands of Seattle and a member of the Golf and Country, Rainier, Athletic, Arctic, University, and College clubs; and also is a member of the Travellers' Club of Paris and London and the Alpha Delta Phi Club of New York.

He married, in Tarrytown, New York, June 4, 1896, Olive Marion Graef, daughter of Charles Graef, and has two children—Priscilla Grace Treat, born February 9, 1902, and Loyal Graef Treat, born March 4, 1906.

FREDERIC KARL STRUVE, of Seattle, was born in Vancouver, Washington, June 17, 1871, son of Hon. Henry G. Struve. His father was noted as a pioneer, early lawyer, and judge of Washington, and, as a member of the territorial house of representatives (January, 1866), drew up the memorial to the president of the United States on the subject of Alaska which had so important a part in directing attention to the desirability of acquiring that country. (See Vol. IV., pp. 153-4, of this History.) The son was educated in the public schools, the University of Washington, and the University of Michigan. Upon the formation of the Boston National Bank (now the Seattle National Bank), in 1889, he entered that institution as a clerk. After nine years' service (during which he was successively promoted to the position of assistant-cashier), he resigned, and, with John Davis, embarked in business under the firm style of John Davis and Company, pursuing real estate, insurance, rental, and mortgage loan transactions. This is now one of the largest and most representative concerns of its kind on the Pacific coast. Mr. Struve is vice-president of the Seattle National Bank and president

of the Davis and Struve Bond Company, which is largely engaged in financial transactions.

He is a member of the Chamber of Commerce, the Rainier, Commercial, Seattle Golf and Country, University, Seattle Athletic, Seattle Tennis, and Firloch clubs, of Seattle, and the Union Club, of Tacoma.

Mr. Struve married, November 17, 1897, Anna, daughter of Jacob Furth, of Seattle.

JOHN W. DENNY was born near New Providence, now Borden, Clark County, Indiana, September 3, 1844, son of Samuel and Lucy (Dow) Denny. His paternal grandfather was a native of Virginia, removing in 1810 to Indiana, where he was a pioneer settler. Samuel Denny, father of John W., came to the Pacific coast at the same time as his son, and spent his last years in Seattle. Mr. Denny's mother was of New England stock, her parents removing to Indiana in 1818. She also died in Seattle.

John W. Denny lived in Indiana until his twenty-second year, when he was married, and on the 1st of April, 1866, sailed with his wife from New York City and made the journey by way of the Isthmus of Panama to Oregon. After three years' residence there he came to Puget Sound, and in 1870 bought from the government one hundred and sixty acres near Green Lake. His family was the third to settle in that locality. He still retains fifty-seven acres of his original property. Mr. Denny has at all times been active in church and educational work. He was one of the first five members of Plymouth Church, Seattle, founded in 1869, and also helped organize the Oak Lake Congregational Church (in which he is still active), as well as the



Alfred J. Raymond

first school in the township. He served as school director seven years, and Mrs. Denny was clerk of the school fourteen years, also actively coöperating in the church work. He is a member of the prohibition party.

Mr. Denny married, in Marion County, Iowa, March 13, 1866, Mary R. McCorkle, daughter of John G. McCorkle. They have five surviving children, of whom three are married: Leroy M. Denny, Mrs. Adelina (Denny) Fletcher and Mrs. Lora Maud (Denny) Jennings, and two are unmarried: Martha Washington Denny and Mary Loretta Denny.

ALFRED RAYMOND, M. D., of Seattle, was born in Ontario, Canada, August 8, 1860, son of Solomon and Hannah (Annable) Raymond. He is descended from French Huguenot ancestors on his father's side and Scotch on his mother's, and in both lines comes from United Empire loyalist stock. After receiving a public school and high school education he took the course of McGill University, obtained his degree in medicine, and engaged in the practice of his profession. He was for two years a physician and surgeon at Marcus, Iowa, but, desiring to enlarge his scientific education, went to Europe and devoted two years to studies in London, Vienna, and Dublin.

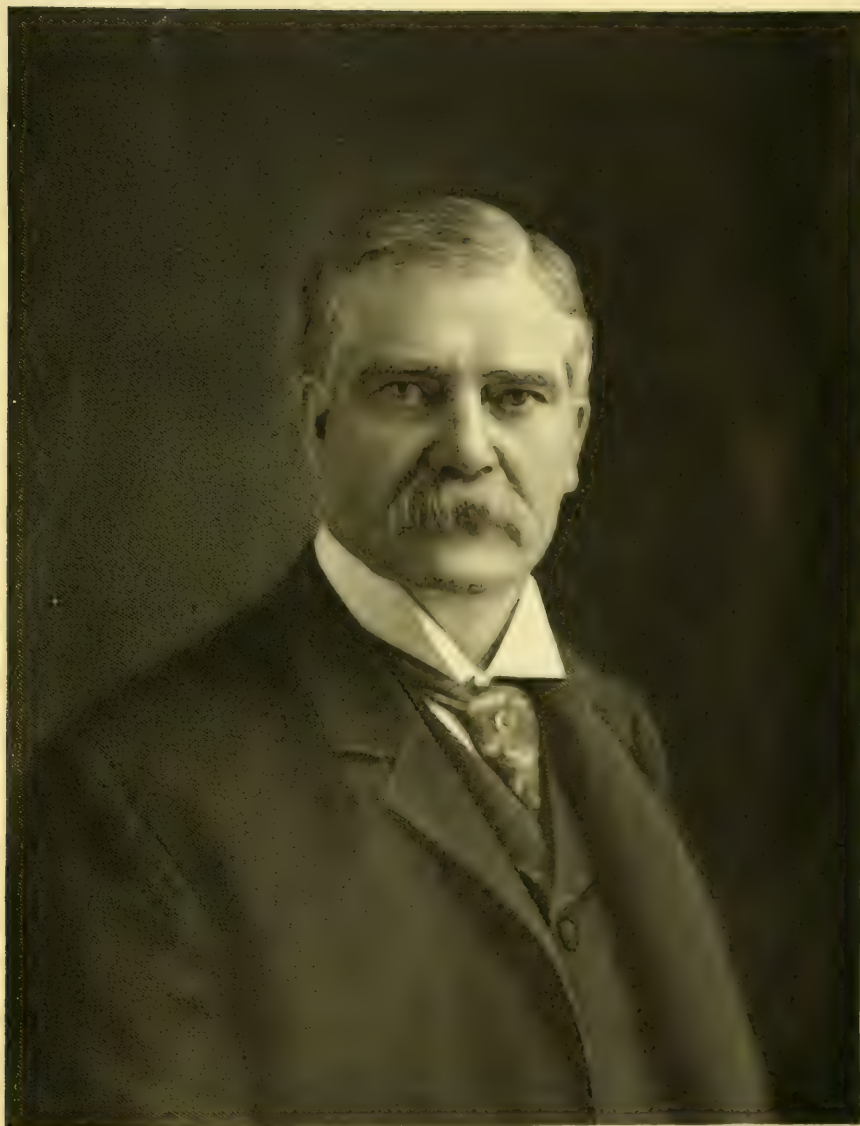
Returning to the United States, Dr. Raymond married, and in March, 1891, came to Puget Sound, establishing himself in Seattle, where he embarked in medical and surgical practice, and he has since pursued his professional work there with a high degree of success and reputation. He is a director of the Private Minor Hospital, is a trustee and has served as president of the King County Medical Society, and is a member of the Washington and American Medical associations and the Physicians' Medical Club.

Aside from his professional activities, he is prominent and influential as a citizen and has acquired substantial property interests. During the Alaska-Yukon-Pacific Exposition he was chairman of the committee on fine arts. He is president of the Raymond Realty and Investment Company, director of the Sunnyside National Bank, and trustee of the Hunter Tract Improvement Company.

Dr. Raymond married, February 11, 1891, Illyria N. Creglow, daughter of W. J. Creglow, of Iowa. They have one daughter, Louise Annable.

CHARLES SWEENY was born in New York City, January 20, 1849, son of John and Mary (Deane) Sweeny. He attended the public schools of Paterson, New Jersey, until the age of fifteen, when he enlisted in the Third New Jersey Cavalry, with which he served until August, 1865. From 1866 to 1877 he was engaged in various mining enterprises in California and Nevada. In the spring of 1877 he removed to Portland, Oregon, and while living there he occupied, for a time, the position of secretary of the Merchants' Exchange.

Mr. Sweeny came to Spokane, Washington, in 1882. Becoming very actively identified with mining interests, he enjoyed marked success in his undertakings, and for many years past has been known as one of the representative mining men of the country. Among the noteworthy properties with which he has been connected at different times may be mentioned the Idaho Mining and Development Company, the Last Chance Mining Company, the Sierra Nevada Mining Company, the National Silver Bell Mining Company, the Buffalo Hump Syndicate, and the Buffalo Hump Mining Company. He is now president of the



Chas Swamy.

Federal Mining and Smelting Company, one of the largest and most important corporations of the United States in connection with the mining industry, his headquarters being in New York City.

Mr. Sweeny married, in 1873, Emmeline, daughter of Michael O'Neil, of San Francisco, and has seven children.

REFERENCE

This book is under no circumstances to be taken from the Building

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